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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York Saturday, December 26, 1868.

The Union Pacific Railroad.

It will be seen by the new advertisement of the Company in another column, that 960 miles of the Union Pacific Railroad have been completed and put into active operation. For 120 miles more the track is graded, and the iron on the ground ready for laying. More than four hundred miles have been built in the season of 1868, and with less than 400 miles now intervening between the rails of the Union Pacific and the Central Pacific Companies, every indication guarantees the opening of the entire line to the Pacific in the early summer of 1869. The earnings for the year ending June 30, were more than four million dollars, on an average of 472 miles in operation; and the earnings for the last five months were \$2,386,870. These amounts are so largely in excess of the liabilities of the Company on account of interest upon its own First Mortgage Bonds and the Government bonds loaned to it as a subsidy, as to allow of no doubt that all such liabilities will be promptly met when due. The road is well equipped, and large orders have been given for such an increase of rolling stock as will be necessary when to the local trade is added the immense through traffic, which must follow the opening of the entire line.

Each section of twenty miles has been critically examined by the regular Government inspectors appointed for the purpose, and reported to the President as possessing all the characteristics of a first-class road. A special commission, appointed by the President in September last, made thorough re-examination of 890 miles, and summed up their conclusions by saying:

"Taken as a whole, the Union Pacific Railroad has been well constructed. The general route for the line has been well selected, crossing the Rocky Mountains at some of the most favorable passes on the continent. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed, are without parallel in history. The country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion, under such favorable auspices."

The evidence of many other able and critical examiners of the road coincides with this testimony to the faithfulness with which the road has been constructed. The First Mortgage Bonds of the Company are now offered for sale at par and accrued interest, at which price they pay a high rate of interest. Both principal and interest being fully secured by the value of the road and the extent of its business, it would seem that no better investment can be offered; and we cheerfully call attention to the facts set forth in the advertisement of the Treasurer of the Company.

New York Central Railroad.

At a meeting of the directors of the New York Central Railroad Company, held on the 19th day of December, 1868, the following resolutions were passed:

Whereas, This Company has hitherto expended of its earnings for the purpose of constructing and equipping its road, and in the purchase of real estate and other properties, with a view to the increase of its traffic, moneys equal in amount to eighty per cent. of the capital stock of the Company; and whereas, the several stockholders of the Company are entitled to evidence of such expenditure, and to reimbursement of the same at some convenient future period; now, therefore,

Resolved, That a certificate, signed by the President and Treasurer of this Company, be issued to the stockholders severally, declaring that such stockholder is entitled to eighty per cent. of the amount of the capital stock held by him, payable rateably with the other certificates issued under this resolution, at the option of the Company, out

of its future earnings, with dividends thereon, at the same rates and times as dividends shall be paid on the shares of the capital stock of the Company, and that such certificates may be at the option of the Company convertible into stock of the Company, whenever the Company shall be authorized to increase its capital stock to an amount sufficient for such conversion.

Resolved, That such certificates be delivered to the stockholders of this Company at the Union Trust Company, in the City of New York, on the presentation of their several certificates of stock, and that the receipt of the certificate provided for in these resolutions shall be indorsed on the stock certificate.

Resolved, That a dividend of four (4) per cent., free of Government tax, is hereby declared, payable on the 20th day of February next, upon the stock of this Company, and also upon the interest certificates of the Company this day authorized.

The interest certificates authorized by said resolutions will be issued to the several stockholders entitled thereto at the office of the Union Trust Company, in the City of New York, where the same will be ready for delivery on the presentation of the stock certificates. Dated Dec. 21, 1868.

E. D. WORCESTER, Treasurer.

Railroad from Cobleskill to Cherry Valley.

We learn from the Albany Journal that the contract for the construction of this road has been made with the Messrs. Weed, who are just completing the last fifteen miles of the Albany and Susquehanna Railroad. The road is to be completed to Sharon Springs on the first of August, and to Cherry Valley on the first of December next. The whole distance is twenty-one miles, through a most beautiful and rich section of country. There is now, in progress of construction, a road from Utica to Richfield. When completed, as it will be next year, there will only be the distance of fourteen miles, from Cherry Valley to Richfield, to be spanned, to open up, to the East and West, a large area now destitute of all railroad facilities.

A dispatch dated Ottawa, Dec. 21, says the Intercolonial Railway Commissioners advertise for tenders for the construction of four sections of that road—two in Quebec, connecting with the Grand Trunk at Riviere du Loup; one in New Brunswick, near Dalhousie, and the fourth in Nova Scotia. The sections are from twenty to twenty-six miles in length.

Emigration to the South.

PROPOSED CONVENTION OF SOUTHERN RAILROAD MANAGERS.

Superintendent Hulbert, of the Western and Atlantic Railway, proposes that a convention of Southern railroad managers be held in Atlanta on the 4th day of January next to take measures to cheapen transportation to travellers from the North visiting the South to examine the country with a view to immigration. Mr. Hulbert says in his circular:—It is very evident from the tone of the Northern press that there is a strong inclination in that section to sell lands at the prevailing high prices there, and to invest in the cheap lands of the South. This inclination should be encouraged by us as far as practicable. One great restraint upon emigration, or the travel which to a great extent precedes it, is the expensiveness of the trip, as compared with the accustomed Northern rates. To obviate this objection it has been suggested that winter excursion tickets, at half fare, good for any route, be arranged for two or three months this winter on Southern lines, giving the traveller an opportunity of seeing the country by stopping and laying over a reasonable time at such point as might attract his attention. If Southern roads generally would enter into an arrangement of this kind, giving it an extensive and general publicity though the Northern press, it is believed that a large travel would be attracted to our lines which we would otherwise fail to secure, and ultimately result in a large emigration to our section of a skilled and wealthy class of agriculturists and manufacturers. It is presumed that our hotels, with their usual liberality, would heartily concur in the proposed plan and make the same reduction in their charges.

The attention of our railroad managers is being directed to European immigration as a question of deep importance to the great interest entrusted to their sagacity and care, and it is deemed of the utmost importance that some well devised plan be put into immediate action to secure the South its share of the benefits to be derived from the large immigration that is now pouring its wealth of labor and population upon this Continent.

Railroad Connections South of Kalamazoo.

The readers of the *Gazette* will recollect that some weeks since, we noticed the proposed through route from Grand Rapids via Allegan, Kalamazoo and White Pigeon, in Michigan, and Goshen, Warsaw, Peru, Indianapolis, in Indiana, and thence to Louisville, Kentucky. This project is still in a favorable state of preliminary arrangement, and the prospects are very favorable for its early completion.

The cars are now running from White Pigeon to Allegan, a distance of 62 miles on this through route. The Michigan parties interested in it are devoting nearly all their time and energies to getting the road in running condition from Allegan to Grand Rapids, as the best mode of securing this great through route.

A great part of the work is done between Allegan and Grand Rapids, the iron is purchased and in process of delivery, and the Iron Bridge, over Grand River, is under construction in Cleveland, O.

By looking at the map the reader will see that this line from here to Warsaw, is very direct towards Cincinnati; and he will also notice a Cincinnati railroad running from that city to Hagerstown, Ind., directly towards Kalamazoo.

Leaving a gap from Hagerstown to Warsaw to be filled up, to make this a Southern through route to Cincinnati, as well as a Louisville route.

We notice that a movement is on foot to extend the Cincinnati road still farther in this direction. A meeting was recently held at Wabash, when it was resolved to hold meetings all along the route from Hagerstown to Elkhart. Judging from the character of the gentlemen taking part in the proceedings of the meeting, we should say the prospects of success are favorable.

In case the route from Grand Rapids via Warsaw shall succeed, as it now bids fair to do, this extension of the Cincinnati road need not extend this side of Warsaw; from that point direct connections will be made to the pinneries, gypsum, fisheries and all other important interests of Western Michigan. The road from Grand Rapids South will probably be constructed and running to Warsaw before the Cincinnati Road can possibly reach that point—and that will give ample northern connections to the Cincinnati route.

Railways of Michigan.

From the report of the Auditor General just published for the use of the State Legislature, and which includes the reports for the year ending December 31, 1867, as the reports for the present year would not be received in time to answer the requirements of the law, the following statistical information is obtained:

The number of railroad corporations from which reports were received last year, as required by law, was 22; in addition to which there were 5 to which blanks were forwarded, but which made no report, as follows: Chicago and Northwestern, Erie and Kalamazoo, (the Toledo and Adrian Branch of the Michigan and Southern Railroad), Grand River Valley, Holly, Wayne and Monroe, and Iona and Lansing. The number of railway corporations which have filed articles of association as required by the laws of 1855, but have neglected to make the annual report required by the same laws, is 44; besides the following, which having been incorporated the present year are not required to render a report for the year in question: Allegan and Holland, Hecla and Torch Lake, Elkhart and Lake Michigan, Howell and Lansing, Jackson, Fort Wayne and Cincinnati, Kalamazoo and Grand Rapids, Lawton, Paw-Paw and South Haven, and the Michigan Air-Line—making a total of 52, or an aggregate of 79 railroads on iron and on paper, and lying in whole or in part within the boundaries of Michigan.—*Detroit Free Press.*

East Tennessee and Georgia Railroad.

The gross earnings of this road for the fiscal years ending June 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers.....	\$216,269 87	\$208,754 34
“ freight.....	270,379 46	251,923 77
“ express.....	19,795 03	15,654 08
“ transp. for U. S.	3,914 61	4,053 00
“ mail service.....	12,624 96	16,825 00
“ other sources....	15,749 67	15,654 32
	\$538,733 60	\$512,864 51
Expenses, viz :		
Transportation	\$63,926 45	\$63,400 15
Motive power	75,682 67	115,775 36
Maintenance of way ..	119,290 52	135,410 08
“ cars.....	88,305 01	46,485 30
General expenses	21,859 85	21,512 96
Equipment.....	4,700 00	9,162 10
Depot buildings.....	1,115 12	1,841 69
Extraordinary exp....	51,750 83	52,279 40
Real estate.....	.....	240 00
Taxes	16,280 84	5,761 46
	\$392,911 29	\$451,868 50
Net earnings.....	\$145,822 31	\$60,996 01

From the total expenditures for the year 1868, as given above, deduct extraordinary expenses, \$52,279 40; depot buildings, \$1,841 49; equipment, \$9,162 10: rebuilding engines and cars, \$13,100—total, \$76,383 19—leaving the amount of actual expenses \$375,485 31. A similar deduction in the expenditures of 1867, will leave the actual expenses, for that year, \$334,319 06. But it is claimed by the president that there should also be deducted in 1867, the sum expended for rebuilding engines and cars, and new cars, amounting to \$18,900, which would leave for ac-

tual operating expenses the sums of \$305,419 06. The amount of fuel on hand July 1, 1868, was \$13,000 in excess of quantity on hand July 1, 1867, reducing the amount of actual expenses during the past year to \$362,485 31. The per centage of expenses to earnings in 1867 was 60 per cent., and in 1868, 70 per cent.

During the past and previous years, many things have been carried to general expense account, that properly belong to extraordinary expense account. That this may be better understood, a statement is given of the amount of expenditures which have gone into the permanent improvement of the property of the company from August, 1865, to June 30, 1868, viz.:

For machine shops.....	\$31,860 00
Cross-ties.....	30,601 20
Bridges	94,084 20
Depots.....	6,941 18
Cars	42,211 00
Engines.....	25,000 00
Real estate.....	8,500 00
Culverts, embankments, ballasting, etc.	28,480 00
Cash paid on old debts.....	40,308 41
Total	\$307,985 99

The whole of which is justly chargeable to extraordinary expense account, when the books show \$122,779 14 only charged to this account, from which you will see that \$185,206 85 not charged to extraordinary expense account has gone to the improvement of your property and payment of debts. And in this connection it is deemed but just to say that your property has improved fully to the extent of the \$307,985 99; this amount having gone into the permanent improvement of the property, as all the rolling stock of every description is in better condition than it was in 1865.

On the 28th of August, 1865, when the road was turned over to us, the old books of the company showed the road and fixture account to be \$3,022,938 03. In closing the old books this account was increased by profit and loss account to \$3,447,737 63. This loss was mainly in Confederate Bonds and notes on hand at the time the road was turned over to the present managers, less amounts due on dividends, payable in Confederate money; and since the account was transferred to the new books the profit and loss account has been increased \$82,754 83. This increase has been caused principally by discount on Tennessee bonds; this will show the cost of the property up to July 1st, 1868, to be \$3,530,492 46.

At a meeting of the Directors, March 14th, 1866, a resolution was passed directing bonds of the company to be issued to pay past due coupons on company bonds, in an amount not to exceed \$138,000. It was expected that the interest due on endorsed bonds would be funded by the State of Tennessee, but as no special instruction had been given to our Agent at Augusta, he funded a considerable amount of the coupons on endorsed bonds, and under this resolution the company have issued of their bonds for the purpose of funding interest, to June 30, 1868, \$142,900, of which \$7,000 have been returned, which leaves the sum of \$135,900 for which company bonds have been issued.

The company have 19 locomotives, 9 first class and 4 second-class passenger cars, 4 baggage and mail, 140 box, 43 flat, 1 pay and 1 wrecking cars.

During the past year, 95,000 cross-ties have been purchased, and 80,000 used in the track, 270 tons of worn out rails re-rolled, and 2,500 wrought chairs purchased. The company have 152 tons old rails unfit for use, and will require 60 tons new rails for use during the present winter.

The financial condition of the company at the close of the fiscal years, June 30, 1867 and 1868, was as follows:

	1887.	1888.
Capital stock.....	\$1,289,767 25	\$1,290,067 25
Stock scrip.....	80,229 00	29,929 00
State loan—old.....	1,037,000 00	1,037,000 00
“ new.....	449,830 00	436,660 00
Company bonds—old.....	643,000 00	640,000 00
“ new.....	124,900 00	135,900 00
Endorsed bonds.....	115,000 00	115,000 00
Coupons comp'y b'ds.....	18,530 00	9,090 00
“ endorsed b'ds.....	.....	12,120 00
Old debts.....	49,815 96	.....
U. S. income tax.....	1,127 55	1,211 10
Bills payable.....	10,377 97	7,412 49
Pay rolls.....	18,973 18	17,833 38
Due to other roads.....	19,075 43	17,119 12
“ agents.....	564 34	300 86
“ individuals.....	7,973 61	8,577 40
Earnings and exps.....	97,401 08	.....
Interest due July 1.....	.....	68,215 54
	\$3,909,065 87	\$3,825,936 10
Road and fixtures.....	\$3,466,210 88	\$3,530,492 46
State bonds.....	297,000 00	33,000 00
One endorsed bond.....	1,000 00	1,000 00
Four State coupons.....	120 00	120 00
Sinking fund.....	540 00	540 00
Telegraph stock.....	750 00	750 00
Express company st'k.....	.....	5,000 00
State of Tenn. on interest account.....	.....	1,700 80
Real estate.....	4,500 00	.....
Post office depart.....	12,624 96	4,556 25
U. S. Transportation.....	45,264 75	79,913 76
Southern Exp. Co.....	1,201 64	469 24
Due from other roads.....	19,264 91	14,712 45
“ agents.....	7,503 14	12,290 41
“ individuals.....	10,751 82	2,625 63
Funds in New York.....	.....	95,504 60
“ Augusta.....	.....	3,265 59
Cash.....	42,333 27	39,924 91
	\$3,909,065 87	\$3,825,936 10

President.—THOS. H. CALLAWAY.

Directors.—Thos. H. Callaway, Joseph Jaques, C. M. McGhee, R. T. Wilson, Robert Sneed, Daniel Heiskell, Wm. Heiskell, A. G. Jackson, E. W. Cole.

Superintendent.—R. C. JACKSON.

Treasurer.—R. M. FISHER.

Post Office Department.

REPORT OF THE POSTMASTER GENERAL.

The ordinary postal revenue for the year ended the 30th of June last, was \$16,292,600, and the expenditures during the same period, including service for which special appropriations were made, \$22,730,592, showing an excess of expenditures of \$6,437,991.

The receipts from postages, as compared with the previous year, show an increase of six per cent., and the expenditures an increase of 18 per ct.

The ordinary expenses, not including mail transportation for which special appropriations were made, were \$21,555,592, and the receipts, including the amount drawn under the acts making appropriations for carrying “free mail matter,” were \$20,092,600, showing an excess of expenditures of \$1,462,991.

The receipts of the department were: From postages, \$16,292,600; the amounts drawn from the Treasury under acts making appropriations for “carrying free matter,” \$3,800,000, and under the acts making special appropriations for “overland mail and marine service between New York and California,” \$1,125,000; “steamship service between San Francisco, Japan and China,” \$125,000; between the “United States and Brazil,” \$150,000; for “carrying the mail on routes established by acts passed during the first session of the Thirty-ninth Congress,” \$486,525, and “for preparing and publishing post route maps,” \$10,000, making the receipts from all sources \$21,989,125. The expenditures of all kinds were, as above stated, \$22,730,592, showing an excess of expenditures over receipts of \$741,466, for which a special appropriation will be required.

The revenue account stated by the Auditor differs from the foregoing because of his adding to

the receipts of the department, from all sources, a balance of \$1,494,469, standing to the credit of the revenue account July 1, 1867, but which is not immediately available.

The estimates for the current fiscal year, as submitted to Congress with the last annual report, showed an anticipated deficiency of \$3,296,000, to meet which there was then in the Treasury \$2,000,000, being the unexpended balances of former appropriations standing to the credit of the department, leaving the amount to be provided by appropriation from the general Treasury \$1,296,000. Of this sum Congress appropriated \$800,000.

The expenses during the fiscal year just closed exceeded the estimated amount, especially in the item of transportation, and thus absorbed the \$2,000,000 relied on to assist in meeting the anticipated deficiency for the current year. The ordinary expenditures for the current year were also estimated too low, from the fact that the department could not, at the time the estimates were made, anticipate the extraordinary increase of service established by acts of Congress. Taking those of the last fiscal year as a basis it is anticipated that in the current year there will be a deficiency of \$3,604,500. There will also be required \$97,000 for service on the route from Fort Abercrombie to Helena, Montana, authorized by the act of July 27, 1868, from January 1, 1869, to June 30, 1869; and to meet the increased liabilities of the department for service on the “overland route,” \$161,000, making \$3,862,500 which will be required to meet deficiencies in the receipts for the current fiscal year.

The ordinary expenditures for the year ending June 30, 1870, (including \$645,250 for overland and sea mails to California,) are estimated at.....\$24,540,413

The ordinary revenue is estimated at an increase of five per cent. on that of the year just closed, or \$17,100,000. Add the standing appropriations for carrying free mail matter..... 700,000

Making the total estimated revenue... 17,800,000

Showing an excess of expenditures of \$6,740,413 to be provided for from the general treasury.

It will also be necessary to make the usual special appropriations, as follows:

Mail steamship service between San Francisco, Japan and China.....	\$500,000
Mail steamship service between the United States and Brazil.....	150,000
Mail steamship service between San Francisco and the Sandwich Islands.....	75,000

During the year 388,470,500 postage stamps, of the value of \$11,751,014 (including 160,000 periodical stamps, valued at \$14,750;) 44,552,300 plain stamped envelopes, representing \$1,285,218; 25,469,750 stamped envelopes, bearing printed cards and requests for return to writers, representing \$759,520, and 3,372,600 newspaper wrappers, valued at \$67,372, were issued. The aggregate value of these issues was \$13,863,124—being an increase of 3.45 per cent. over the issues of the previous year. The sale of postage stamps and stamped envelopes during the year, was \$14,066,139, or \$23,015 more than the issue; thus absorbing to that amount the stock remaining unsold in the hands of postmasters June 30, 1867. The number of packages of postage stamps lost in the mails during the year was 33, representing \$2,672, and of stamped envelopes 7, valued at \$226.

There were in the service of the department on the 30th June, 1868, 6,891 contractors for the transportation of the mails. Of mail routes in operation there were 8,226; aggregate length, 216,928 miles; aggregate annual transportation, 84,224,325 miles; aggregate annual cost, \$10,266,066; including the compensation of postal railway clerks, route agents, local agents, mail messengers, mail route messengers, and baggage masters in charge of mails, viz: \$1,114,833, the

aggregate annual cost, was \$11,380,689. This service was divided as follows: Railroad routes—Length, 36,018 miles; annual transportation, 34,886,178 miles; annual cost \$4,177,126, about 12 cents per mile. Steamboat routes—Length, 19,647 miles; annual transportation, 3,797,560 miles; annual cost, \$650,631, about 17.13 cents per mile. Celerity, certainty and security—Length, 161,263 miles; annual transportation, 45,540,587 miles; annual cost, \$5,488,299; about 12 cents per mile. The length of routes was increased over the preceding year 13,683 miles; the annual transportation, 5,241,536, and cost, \$929,770; to which add increased cost for railway postal clerks, route, local and other agents, \$93,762, making an aggregate of \$1,023,562.

In reference to the overland mail route the report states that a contract was made with Wells, Fargo & Co., to carry the mails between the termini of the Union Pacific and the Central Pacific Railroads for one year, or until the two roads meet, at the rate of \$1,750,000 per annum, subject to deduction *pro rata* for every section of fifty miles of railroad completed and reported to the department ready to carry the mails, it being estimated that the gap between the railroads covered by the stage service, will be lessened at the rate of fifty miles every fifteen days or a hundred miles a month, and that it will be closed up entirely by the 1st of August, 1869, and that upon this basis the pay to Wells, Fargo & Co., under their accepted proposal, will amount in all to about \$670,000. Messrs. Wells, Fargo & Co., also obtained the contract to carry the mails from Cayote, Kansas, to Denver, Colorado, at \$79,000 per annum, and also, on the route from Cheyenne, Dacotah, to Denver at \$9,970 per annum, on the same terms as above stated. Under these arrangements the overland mail service on the three routes is now in regular operation. The territorial mails are now carried from Fort Abercrombie, Dacotah, to Helena, Montana, at \$194,000 per annum. The service, on the route from Sheridan (on the eastern division of the Union Pacific Railroad to Santa Fe has been increased from three to six trips per week, and the schedule time reduced to four days in summer. The service is well performed, though still occasionally interrupted by hostile Indians. The important route from Salt Lake City to the Dalles, Oregon, has been relet from 1st October last for six-times-a-week service, at the rate of \$149,000 per annum—a saving as compared with the last contract, of \$164,000 per annum.

READJUSTMENT OF PAY ON RAILROAD ROUTES.

The 30th of June, 1868, being the period for the expiration of the term of contracts for transporting mails in the States of New Jersey, Pennsylvania, Delaware, Maryland and Ohio, the department, in anticipation of the close of the term, entered upon a systematic revision and readjustment of the rates of pay on railroad routes in those States. Many routes in other States than those above named have been brought up for review, upon application made by the proprietors of the railroads interested, and in every case where the returns showed a readjustment to be proper it has been ordered. Thus the rates have been changed upon seventy-one routes in all. The total amount of the annual pay upon these routes, under the readjustment, is \$926,043 and the total amount of the former annual pay \$775,722—an excess of the present over the former amount of \$150,320.

RAILWAY POSTAL SERVICE.

There are now in operation in the United States 26 railway postal lines, subdivided into 34 routes, extending in the aggregate over 7,019 miles of railway and steamboat lines, upon 1,571 miles of which twice daily service is being performed, making a total equal to 8,090 miles of railway postal service daily each way and an increase of 3,276 miles over the service in operation in 1867. There are employed in this service 279 men, as head clerks, clerks and assistant clerks, at salaries ranging from \$900 to \$1,400 per annum making an aggregate cost of \$329,700 per annum, an increase

of 119 men, at a cost of \$141,800 over the previous year. To perform this work in the old way would require the services of 283 employees, at a cost of \$331,935, showing a saving of \$2,235 as the work is now being done. It is proper to state that the service is being performed, not as formerly, by route agents on the slow way or accommodation trains, but upon the fastest express trains, and that by means of Ward's mail bag catcher the clerks are exchanging pouches at all offices on the line once and in many cases twice daily each way. On the Hudson River and New York Central Railroads, for instance, the postal car leaves New York at eight A. M., performing service at all stations to Syracuse, where they arrive at half-past six P. M.; and from Syracuse to Buffalo, where they arrive at twelve, midnight, at all express stops. The night line leaves New York at eleven P. M., performing service for all offices at express stops at Albany; leaving Albany at quarter past seven A. M., performing the service at all post offices to Buffalo, where they arrive at half-past eight P. M., so that every office on the line from New York via Albany to Buffalo that chooses to exchange mails twice is served twice daily with mail each way. Now letters can be sent and answers returned between almost any two offices on the line within twenty-four hours. This is simply an illustration, the same improved facilities for the rapid transmission of mails obtaining on most other lines of railway postal service.

The aggregate amount of postage (inland, sea and foreign) upon the letter correspondence exchanged with foreign countries was \$2,153,690. Of this amount \$1,706,497 accrued on the letter mails exchanged with European countries, \$309,516 on letters exchanged with the Dominion of Canada, and \$137,706 on the letters exchanged with the West Indies, Mexico, Brazil, Central and South America, the Sandwich Islands, Japan and China. The total letter postages on mails exchanged with countries of Europe during the first six months, from July 1 to December 31, 1867, inclusive, under the provisions of the postal conventions then in force, amounted to \$1,057,612, and on mails exchanged with the same countries during the residue of the fiscal year, from January 1 to June 30, 1868, at the reduced rates established by existing conventions, amounted to \$648,854, being a reduction to the advantage of correspondents during said six months of \$408,758, on an increased correspondence amounting to 626,548 letters per annum. The postage collections in the United States on the correspondence exchanged with Great Britain and countries on the Continent of Europe amounted to \$1,090,244, and the postages collected in Europe amounted to \$616,223—excess of collections in the United States, \$474,020. The estimated amount of United States postage upon the letter mails exchanged with Great Britain and the Continent of Europe was \$793,700; with Canada and the British North American provinces, \$176,179, and with the West Indies, Brazil, Mexico, Japan and China and Central and South America, \$123,098, making in all \$1,092,979—a decrease of \$93,425 compared with estimate of previous year. Adding the amount of United States postage upon printed matter exchanged in United States and European mails, calculated at \$90,000 and \$10,529 the reported amount of United States postage on printed matter exchanged with the West Indies, Mexico, South America, China, &c., the total United States postages on foreign mails (exclusive of printed matter interchanged with the British North American provinces, of which no separate account is kept), was \$1,198,508.

The number of letters exchanged with foreign countries (exclusive of the British North American provinces) was 11,128,532, of which 5,900,307 were sent from and 5,228,225 received in the United States. Increase over number of previous year, 830,298. Of this number 10,069,659 were exchanged with European countries, an increase of 626,548 compared with the previous year. Estimating the number exchanged with the British provinces at 2,476,000, the total number of letters

exchanged in the mails with foreign countries was 13,600,000.

From the 1st of January, 1868, the date on which the new postal conventions with Great Britain, North Germany, Belgium, &c., came into operation, the arrangements made by this department for the transatlantic mail steamship service have been restricted to the outward mails, in accordance with the new system adopted in said convention that each office shall make its own arrangements for the mails which it despatches, and shall, at its own cost, remunerate the owners of the steamships employed for the conveyance of the same; and in like manner the sea transportation of mails received from Europe since the 1st of January, 1868, has been provided and paid for by the respective foreign post departments despatching the same to this country. From July 1 to December 31, 1867, inclusive, the steamers employed by this department in transporting mails in both directions conveyed mails the total postages on which amounted to \$491,534, and those employed in same service by foreign post departments conveyed mails, during same period, the total postages on which amounted to \$566,078. During the last half of the fiscal year, from January 1 to June 30, 1868, inclusive, the total postages on mails sent to Europe under the new arrangements amounted \$340,835, and the total postages on mails received from Europe during the same period amounted to \$308,019—these reduced amounts resulting from the reduced rates of international postage charged on and after the 1st of January, 1868, under the provisions of the new postal conventions, which came into operation on that date. The cost of the United States transatlantic mail steamship service from July 1 to December 31, 1867, under arrangements then in force, allowing the sea postage as compensation, was \$282,017, and from January 1 to June 30, 1868, under the new arrangements, \$139,760—a reduction of over one-half from the cost of the same service during the previous six months. Total cost of transatlantic service for the year, \$421,777, being \$129,560 less than the preceding year. The amount paid for the transportation of mails to and from the West Indies, &c., by steamers receiving various rates of compensation within the limit of the postages, was \$70,287, and the cost of sea and isthmus conveyance of mails to and from Central and South America, via Panama, was \$27,334, making a total expenditure for ocean transportation of \$519,399, exclusive of payments amounting to the sum \$497,916 made during the year to the steamship lines to Brazil, to Japan and China and to the Sandwich Islands, respectively, receiving subsidy grants fixed by special acts of Congress.

POSTAL CONVENTIONS WITH COUNTRIES OF EUROPE.

New postal conventions with Great Britain, the North German Union, Belgium and the Netherlands, respectively, the leading provisions of which were stated in my last report, were carried into effect on the first of January, 1868; and those concluded with Switzerland and Italy went into operation on the first of April, 1868. On the 13th of December, 1867, before the new convention with the United Kingdom of 18th June, 1867, went into operation, notice was given by the British Post Office to terminate the same on the 31st of December, 1868, in accordance with the power reserved in the 21st article thereof; which notice was accompanied by the announcement that Mr. Anthony Trollope would be dispatched to Washington in the spring of 1868, with full powers to negotiate a new convention better calculated to afford satisfaction to the people of the two countries. The provisions of a new convention to supersede the present one on the 1st of January, 1869, were accordingly arranged with Mr. Trollope at Washington in July last; and, after adjusting by direct correspondence between the two post departments certain modifications on which Mr. Trollope did not consider himself authorized to treat, the modified convention was formally executed on the 24th of November last. Its general provisions are substantially those of the present convention.

There has been a modification of the postal convention with Canada, one made establishing an exchange of mail with British East Indies. The mail steamship service to Japan is referred to as being regular and energetic. An increase and extension of the service on the Japan and China line is recommended to the consideration of Congress. The mails have been satisfactorily carried to Brazil and the Hawaiian Islands. With regard to the proposed contract with the Commercial Navigation Company, of New York, authorized by act of Congress, Mr. Randall declined to execute one in the manner and on the conditions stated, but expressed his willingness to make a conditional contract for the carrying of mails to Europe by American steamships, at least four outward trips each week. In view of the great importance of the subject he earnestly recommended the proposed contract to the careful consideration and action of Congress.

During the year there were 2,167 post offices established, 849 discontinued and 26,481 in operation on June 30, 1868. The aggregate compensation for special agents, route agents, mail route messengers, postal railway clerks, local agents and baggage masters in service during the year ending June 30, 1868, amounted to \$961,070.

The free delivery system has been in operation during the year in forty-eight of the principal cities. The aggregate results for the year are shown in the following figures:—The number of letter carriers employed was 1,198; mail letters delivered, 64,349,486; local letters delivered, 14,081,906; newspapers delivered, 16,910,715; letters collected, 63,164,625; amount paid carriers, including incidental expenses, \$995,934; postage on local matter, \$475,982; the salaries of 232 postal clerks aggregated \$274,000, and those of 1,198 letter carriers, including incidental expenses, \$995,934. The whole number of letters of all classes received at the dead letter office during the year ending the 30th June last, by actual count, was 4,162,144, showing a decrease of 144,364 letters from the number estimated to have been received during the previous year. Of these letters 3,995,066 were domestic letters; 167,078 were foreign, and were returned unopened to the countries where they originated. The whole number returned was 2,258,199, of which about eighty-four per cent. were delivered to owners and sixteen per cent. returned to department. The aggregate of postal letter service during the year is estimated at 720,000,000, and the proportion of domestic dead letters to the number of domestic letters mailed is about one to 126. The money order offices in operation number 1,468. During the year 831,937 orders were issued, representing \$16,197,858, and the number paid 836,940, representing \$15,976,501, and \$142,035 paid to purchasers. The excess of issues over payments was \$79,321. The total receipts from this branch were \$124,503 and the expenditures \$54,158.

The aggregate salaries of postmasters as revised July 1, 1864, was \$3,883,381. As adjusted July 1, 1866, the sum was \$4,033,728. As adjusted July 1, 1868, the sum was \$4,545,888. The increase in a little over two years, from June, 1866, to and including July, 1868, was \$1,162,506. This increase of salaries, under the rules prescribed by law, is encouraging. It is based solely upon the continual increase of the business of the department and of the people. The increase of the expenses of the postal service, based as it is upon public necessity and public demand, instead of being cause of discouragement is a subject of congratulation. The restoration of so large a part of the postal service suspended during the war, and the new service created by Congress since the close of the war—equal to one-third of the amount of service in operation at that time—have produced a less deficiency than existed in time of peace and prosperity previous to 1860. The proportion of deficiency to revenue is far less now than then, notwithstanding the service is very much greater than ever before. In 1859 the sum of the deficiency was only one million less than the entire revenue. In 1860 the sum of the deficiency

was about \$3,500,000 less than the entire revenue. For the year 1868 the deficiency is ten millions less than the entire revenue. The majority of the Southern States have never paid their own expenses for postal service. They will not do so for a long time to come. With the exception of Iowa and Missouri none of the States or Territories west of the Mississippi river have ever paid a revenue equal to their postal expenses. The cost of the transportation of the mails in all new States and Territories and in all sparsely populated portions of the country never has been paid by those States or Territories out of their own revenues. It is only as population and business increase and the country is developed that postal service can be self-sustaining. The idea that the Post Office Department can be self-sustaining, in the present condition of the country is absurd. It cannot be, and ought not to be, for fifty years to come. The revenues will largely increase, and so will expenditures. Ten years hence I estimate the expenses of the Post Office Department at \$40,000,000 and the revenues at \$30,000,000. This increase must go on as long as the country prospers, and mineral, agricultural and commercial business increases. The mines are not yet all developed. The lands are not all cultivated. The rivers are not all navigated. The railroads are not all surveyed. The cities are not all built. The sea has not given us all we have a right to exact. Our country is not finished. Until it is finished he is not a wise or a sagacious man who assumes that the postal service will pay for itself. The Post Office Department can be made self-sustaining in one way, and that is by cutting off the postal service in the States and Territories where the receipts for postage are not equal to expenses. This would exclude all but Iowa and Missouri west of the Mississippi and all the States overborne by the rebellion. It could further economize by withdrawing all aid from the China, Brazil and Sandwich Islands steamship lines, thus saving \$725,000. It could save \$995,000 by abolishing the letter carrier system for the cities. It could also economize to the extent of over \$700,000 by overturning the system of postal cars. It is true that in public estimation the letter carriers for cities are thought to be almost indispensable, but the system costs money and brings small revenue. It is all disbursement and no receipt. What if from twelve to twenty-four hours are saved in the transmission of mails between Washington and Cincinnati, or St. Louis, or Chicago and the whole West and Northwest by these traveling post offices, which put off and receive mails while traveling at thirty miles an hour, and which receive mails, make up mails and distribute mails as they go hurrying along? It costs money, and the government, like a miser, can keep its money in its chest. It gives no return and helps nobody, but is safely hoarded. A halting, timid, illiberal policy like this will save one million and lose twenty. Every dollar put out by the government in subsidies to build railroads, in subsidies to aid ocean commerce, in liberal appropriations to open lines of travel and develop material resources in a great nation like this is money put out at exorbitant usury, and will bring returns in development of material wealth and in making the nation great and rich and strong in everything of value and interest to a great people.

In the city of Boston the government has purchased, for a large sum of money, a very valuable site for a post office and for revenue offices. It is of very great importance, both to the postal and revenue service, that at as early a day as possible, plans for buildings should be adopted and appropriations made to erect them. There is no occasion for any delay, and every reason that economy and public necessity can suggest, why the work should go immediately forward. Boston is the capital of New England, and the government ought to erect public buildings there which would gratify the pride of that people and do honor to itself. I must again urge that steps be immediately taken to erect a suitable post office in the city of New York. A most eligible site has been purchased for that purpose. The

necessities of the public service demand that there shall be no further delay in this case.

The actual difference between revenues, independent of special appropriations, and expenditures, including special appropriations, was \$3,998,456. The revenues, independent of special appropriations, for the year ending June 30, 1868, were \$16,292,600, and the expenditures, including service for which special appropriations were made, were \$22,730,592, showing an excess of expenditures of \$6,437,991. To meet this deficiency there were drawn under appropriations made for carrying free matter \$3,800,000, and under acts making special appropriations for overland mail and marine service between New York and California, \$1,125,000; steamship service between San Francisco, Japan and China, \$125,000; between the United States and Brazil, \$150,000; for carrying mail on routes established by acts passed during the first session of the Thirty-ninth Congress, \$486,525, and for preparing and publishing post route maps, \$10,000, leaving a deficiency, as stated in the first part of this report, for the year ending June 30, 1868, of \$741,466. It is seen from the foregoing statement of receipts, expenditures and appropriations that in supplying necessary postal accommodations for the people, the excess of expenditures over revenues rapidly increased from 1854 to 1859 and 1860, inclusive, the deficiency for 1859 being \$6,996,009, and for the year 1860 being \$5,656,705. After the year 1860 the expensive service of the Southern States began rapidly to diminish, until in the year 1865 there was so little mail service performed in the States involved in the rebellion that the revenues exceeded the expenditures by \$861,430. The service was almost entirely suspended. Directly after the war ended and during the second year of the administration of my immediate predecessor, ending June 30, 1866, the Post-master General entered upon the serious task of restoring the service in the insurgent States. In the States of Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Arkansas, Louisiana and Texas, the service was restored during the year ending June 30, 1866, to an extent costing \$1,086,527. In the same States the cost of service for the year ending June 30, 1867, increased to \$1,891,581, and for the year ending June 30, 1868, it increased to the sum of \$2,168,459. This expenditure was for transportation alone, and includes none of the other large expenses necessarily connected with the postal service in those States. During the year ending June 30, 1868, the aggregate length of routes increased to 216,928 miles, and the annual transportation increased to 84,224,325 miles, an increase of 14,683 miles in length of routes and 5,241,516 miles in annual transportation. Since the 30th day of June, 1865, and to the first day of July, 1868, three years, the aggregate length of mail routes has increased 74,588 miles and the annual transportation has increased 26,230,031 miles. Since I came to the head of the Post Office Department, in July 1866, after the close of my immediate predecessor's second and last year as Postmaster General, the aggregate length of mail routes put under contract and in actual operation up to the first day of July, 1868, is 36,008 miles, and the increase of annual transportation for the time increased 12,386,411 miles. The increase of service and the great increase of the expenses of the department for inland mail transportation have not all arisen from the restoration in the late disordered States. A large amount of the service in operation previous to the war, and discontinued during the war, has not yet been restored. In addition to the increased and increasing railroad transportation, with its increasing expenses, Congress, by a series of acts, between the 3d day of March, 1865, and the 25th day of July, 1868—a little over three years—created 1,267 new mail routes, with an aggregate length of 48,744 miles. Of these thirty-three were established in the late rebel States, with an aggregate length of less than 1,000 miles. One hundred were established in Territories, with an aggregate length of 12,141 miles.

The subject of connecting the postal service with the magnetic telegraph is one deserving the special attention of Congress.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement to the close of navigation during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868..	467,900	14,085,200	16,990,400	3,682,200
1867..	410,100	9,466,100	15,405,800	3,866,100

Inc.. 57,800 4,619,100 1,584,600 Dec. 237,900

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 4,981,620 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement to the close of navigation in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls.	570,700	410,100	467,900
Wheat, bushels..	7,684,200	9,466,100	14,085,200
Corn, bushels..	26,516,500	15,405,800	16,990,400
Barley, bushels.	7,440,800	3,866,100	3,628,200
Oats, bushels...	11,220,600	8,841,000	12,184,000
Rye, bushels....	1,749,500	890,300	869,500
Malt, bushels...	329,600	817,900	510,700
Beef, bbls.	2,312	1,481	1,800
Pork, bbls.	69	919	120
Bacon, lbs.	10,000	34,000	.....
Butter, lbs.	1,468,000	694,000	348,300
Lard, lbs.	108,000	1,236,000	501,600
Cheese, lbs.	11,770,000	8,284,000	7,769,200
Wool, lbs.	584,000	360,000	250,000

Pittsburg and Connellsville Railroad.

The affairs of this company are represented as being in a prosperous condition. Thirty-eight miles of the road between Pittsburg and Cumberland have been put under contract, including all the heavy work upon the line. The contractors are already at work, and in two years the entire line will be completed to Cumberland. As soon as the heavy work on the line is sufficiently advanced the remainder of the road will be put under contract so that the whole work will be completed and put in running order by the winter of 1870. The heavier portions of the work at Sand Patch tunnel have been let upon most favorable terms, and that work will be pushed with energy.

Mr. Jacob F. Randolph has succeeded to the position of president of the Morris Canal and Banking Company, rendered vacant by the death of Mr. Wm. H. Talcott. Mr. Randolph has for a long time served as vice-president of the company.

The Secretary of the Treasury has just issued to the Union Pacific Railroad Company \$640,000 in bonds, being for the thirty-second section of the road, extending from the eight hundred and sixtieth to the eight hundred and eightieth mile post.

The Southwest and Northwest Railroad has been sold under mortgage by the State for \$318,000. It was purchased by John Stanton, of Boston, in interest of the Wills Valley Railroad, of which ex-Gov. Patton is president.

The stockholders of the railroad to run from Chattanooga to Meridian have elected N. D. Stanton, of Boston, president, and Ex-Governor Patton, vice-president.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	100	1,774,824		Hartford and New Haven.....	100	3,300,000	J. A. J. & O. Jan. '69 3	Port, Saco & Portland.....	100	1,500,000	J. & D. Dec. '68 3
Allegheny Valley.....	50	2,000,000		Hannibal and St. Joseph.....	100	1,900,000		Providence & Worcester.....	100	1,800,000	J. & J. July '68 4
Atlanta and West Point.....	100	1,232,900	J. & J. Jan. '68 34	Do. do pref.....	50	6,253,830		Baleigh and Gaston.....	100	2,700,000	J. & J. Oct. '68 34
Atlantic & N. Carolina.....	100	5,145,225		Hanover Branch, Pa.....	50	116,850	M. & N. Nov. '68 5	Kenselner and Saratoga.....	100	2,700,000	A. & O. Oct. '68 34
Atlantic & Gt. Western.....	50	25,379,923		Honolulu.....	100	820,000		Richmond and Danville.....	100	2,000,000	
Do. pref.....	50	1,919,000		Hudson River.....	100	1,180,000	J. & J. Jan. '68 4	Richmond and Petersburg.....	100	847,100	
Atlantic & St. Lawrence.....	100	2,494,900	J. & J. July '68 2	Huntingdon & B'd Top.....	50	13,937,100	A. & O. Oct. '68 4	Rich. Fred. and Potomac.....	100	1,041,800	
Augusta and Savannah.....	100	733,700	J. & J. Jan. '69 34	Do. pref.....	50	494,380		Rockport.....	100	58,400	
Baltimore and Ohio.....	100	10,151,902	A. & O. Oct. '68 4	Illinois Central.....	100	190,750	J. & J. J'n. '68 34	Rome, Watert. and Og'n'b.....	100	2,400,000	Nov. '67 2
Do. Washington Br.....	100	1,980,000	A. & O. Oct. '68 4	Indianapolis, Cin. & Lafayette.....	100	23,415,780	F. & A. Feb. '69 5	Rutland preferred.....	100		J. & J. Jan. '69 5
Baltimore City Passenger.....	100	870,000	J. & J. Jan. '68 2	Jefferson, Mad. & Ind.....	100	6,185,897	M. & S. Sep. '67 4	St. L., All. and T. Haute.....	100	2,300,000	F. & A. A'g. '68 34
Bay de Noquet & Marq.....	100	1,250,000	A. & O. Apr. '68 3	Joliet and Chicago.....	100	2,000,000	J. & J. Jan. '68 5	St. L., Jack'nv. and Chic'o.....	100	2,400,000	Annual. May '67 1
Bellevue Line.....	100	4,420,000	F. & A. Feb. '68 34	Joliet & North. Indiana.....	100	1,500,000	J. A. J. & O. July '68 4	Sandusky and Cincinnati.....	100	1,469,429	
Bellvidere Delaware.....	100	996,250	J. A. J. & O. Oct. '68 34	Lackawanna & Bloomb.....	50	900,000		Sand. Manuf. and Newark.....	100	2,089,000	
Berkshire.....	100	900,000	J. & J. Dec. '68 34	Leeds and Farmington.....	50	1,325,000		Savannah and Charleston.....	100	445,536	M. & N. Nov. '68 3
Blossburg & Corning.....	50	250,000	J. & D. Dec. '68 34	Lehigh and Mahanoy.....	50	2,156,665	J. & J. Jan. '68 2	Schenectady and Albany.....	100	901,241	
Boston and Albany.....	100	1,725,100	J. & J. Oct. '68 4	Lehigh and Susquehanna.....	50	8,739,800	M. & N. May '67 6	Schenectady and Saratoga.....	100	1,000,000	
Boston and Chelsea.....	100	110,000	A. & O. Oct. '68 4	Lehigh Valley.....	100	10,731,400	J. A. J. & O. Oct. '68 24	Schenectady and Third St. (Ph.).....	50	1,289,160	J. & J. Jul. '68 2
Boston, Concord & Mont.....	100	459,400		Lehigh Luzerne.....	50	34,650	J. & J. Jan. '68 4	Schenectady Valley.....	50	203,757	J. & J. Jul. '68 24
Do. pref.....	100	1,240,400	M. & N. Nov. '68 3	Lexington & Frankfort.....	100	514,646	J. & J. July '68 3	Seaboard and Norfolk.....	100	868,200	
Boston and Lowell.....	100	1,891,500	J. & D. Dec. '68 4	Little Miami.....	50	2,572,400	J. & J. Dec. '67 4	Second Avenue (N. Y.).....	100	670,000	A. & O. Oct. '66
Boston and Maine.....	100	4,076,974	J. & J. Jan. '69 5	L. M. & C. and X. Joint.....	100	1,804,397	J. & D. Jan. '68 3	Shenandoah and Potomac.....	50	869,460	F. & A. Aug. '68 3
Boston and Providence.....	100	3,360,000	J. & J. July '68 2	Little Schuylkill.....	100	2,646,100	J. & J. Jan. '68 2	Shore Line.....	100	626,200	F. & A. Jul. '68 3
Broadway (Boston).....	50	325,000	J. A. J. & O. Oct. '68 2	Lomb. & South St. (Ph.).....	25	90,000		Sixth Avenue (N. Y.).....	100	760,000	Nov. '67 6
Broadway & 7th Av. (N. Y.).....	100	2,100,000	J. & J. Jul. '67 5	Long Island.....	50	3,000,000	F. M. A. N. Aug. '68 2	Somerville.....	100	76,000	M. & N. Nov. '68 3
Brooklyn City.....	100	1,000,000	F. & A. A'g. '68 34	Long Branch & Sea Shore.....	50	95,194		South Carolina.....	100	5,819,275	
Brooklyn City & New'n.....	100	399,800		Louis, Cin. and Lex. pr.....	100	211,122	J. & J. Jul. '68 44	South Western, Georgia.....	100	259,685	J. & J. Jul. '68 3
Buffalo, Bradford & Pitts.....	100	1,100,000		Louisville and Frankfort.....	100	1,109,694	J. & J. Jul. '68 3	Staten Island.....	100	3,203,400	F. & A. A'g. '68 4
Buffalo, New York & Erie.....	100	960,000	M. & N. N. '68 34	Louisville and Nashville.....	100	7,869,186	F. & A. A'g. '68 4	Stony Brook.....	100	267,200	J. & J. Jul. '68 24
Buffalo and Erie.....	100	5,000,000	F. & A. Aug. '68 4	Louis, N. Alb. & Chicago.....	100	2,800,000		Stenberville and Indiana.....	100	1,983,141	M. & N. May '68 24
Camden and Albany.....	100	777,800	F. & A. Aug. '68 5	Lowell and Lawrence.....	100	200,000	A. & O. Oct. '68 3	Stockbridge & Pittsfield.....	100	448,700	J. & J. Jul. '68 3
Camden and Atlantic, pref.....	50	1,000,000		Macon and Western.....	100	1,500,000		Summit Branch.....	50	250,000	
Camden and Burlington Co.....	100	831,000		Mahanoy & B'd Mount.....	50	1,676,915		Syr., Bingham. and N. Y.....	100	1,314,130	J. & J. Jul. '68 4
Cape Cod Branch.....	50	721,928	J. & J. Jul. '68 34	Maine Central.....	100	1,600,880		Taunton Branch.....	100	250,000	J. & J. Jul. '68 6
Cape May and Millville.....	100	447,000	J. & D. Dec. '68 3	Manchester & Lawrence.....	100	1,000,000	M. & N. Nov. '68 5	Tennessee and Alabama.....	100	685,922	J. & J. Jul. '68 6
Catawissa.....	50	1,150,000		Marietta & Cincinnati.....	100	3,618,374		Terre Haute and Indiana.....	100	1,983,160	J. & J. Jul. '68 6
Catawissa, pref.....	50	2,200,000	M. & N. Nov. '68 3	Do. pref.....	50	6,686,135	M. & S. Sep. '68 3	Third Avenue (N. Y.).....	100	1,750,000	J. & J. Jan. '68 1
Cayuga & Susquehanna.....	50	589,110		Do. 2d pref.....	50	4,061,744	M. & S. Sep. '68 3	Thirtieth and Fif. (Ph.).....	50	2,700,000	
Central of Georgia.....	100	4,696,500	J. & J. Jul. '68 7	Memphis and Charleston.....	100	570,000	J. & J. July '68 5	Tol., Peoria and Warsaw.....	100	1,700,000	J. & J. Jan. '68 3
Central of New Jersey.....	100	13,768,000	J. A. J. & O. Oct. '68 24	Memphis and Ohio.....	100	1,250,000	J. & J. Jan. '69 5	Do. (E. D.) pref.....	100	1,300,000	
Central Ohio.....	100	2,600,000	J. & D. Dec. '68 3	Metropolitan (Boston).....	100	847,386	J. & J. Aug. '68 4	Do. (W. D.) pref.....	100	5,700,000	M. & N. May '68 34
Do. pref.....	100	400,000		Michigan Central.....	100	10,659,400	F. & A. Feb. '68 5	Troy and Boston.....	100	607,111	J. & D. Jun. '67 24
Cent. Park, N. & E. River.....	100	970,000	Oct. '68 2	Mieh. So. & North. Ind.....	100	5,885,000		Troy and Greenbush.....	100	274,400	
Chemung.....	100	380,000	Jan. '68 3	Middlesex (Boston).....	100	400,000		Union Transport'n (Bos.).....	100	200,000	J. & J. Jul. '68 3
Cheshire, preferred.....	100	2,017,325	Annual. Sep. '68 5	Mill Creek and Minehill.....	50	323,375	J. & J. Aug. '67 6	Union (Phila.).....	50	291,475	J. & J. Jul. '68 3
Chicago and Alton.....	100	3,886,643	M. & S. Sep. '68 5	Millville and Glassboro.....	50	406,000	F. & A. Aug. '67 6	Utica and Black River.....	100	834,400	J. & J. Jul. '68 4
Chicago, Burl. & Quincy.....	100	12,500,000	M. & S. Mar. '68 5	Millw. & Prairie d. Chien.....	100	2,986,981		Vermont and Canada.....	100	2,600,000	J. & D. Dec. '68 4
Chicago, Iowa & Nebraska.....	100	2,900,000		Do. 1st pref.....	50	3,214,250	Annual. Feb. '68 8	Vermont Central.....	100	6,000,000	
Chicago and Milwaukee.....	100	2,227,000		Do. 2d pref.....	50	1,034,000	Annual. Feb. '68 7	Vermont and Massachusetts.....	100	2,500,000	J. & J. Jan. '69 2
Chicago & N. Western.....	100	14,556,576	J. & D. Dec. '68 5	Millw. & St. Paul.....	100	4,496,862	J. & J. Jan. '68 4	Vicksburg and Meridian.....	100	367,405	
Chicago, R. I. & Pacific.....	100	14,000,000	J. & D. Sept. '68 10	M. Hill & Schuylkill Haven.....	100	2,775,000	J. & J. Jan. '68 4	Virginia Central.....	100	3,353,679	
Cin. Ham. & Dayton.....	100	3,521,664	Sept. '68 5	Mobile and Ohio.....	100	3,764,400	J. & J. Dec. '67 4	Western Union.....	100	2,707,683	
Cincinnati City Passenger.....	100	1,676,848	J'n & J'ly Jan. '68 34	Montgomery & W. Point.....	100	1,644,700	J. & D. Dec. '67 4	West Jersey.....	100	804,150	Aug. '68 4
Cincinnati and Zanesville.....	50	192,750		Morris and Essex.....	100	3,616,350		West Philadelphia.....	50	249,100	J. & J. Jul. '68 6
Citizens' Passenger (Phila.).....	50	1,192,750	J. & J. Aug. '68 6	Mt. Carbon & Ft. Carbon.....	50	282,350	J. & J. Nov. '68 5	Wilm. and Ma. Chester.....	100	1,147,018	
Clev., Col., Cin. & Ind.....	100	10,464,000	F. & A. A'g. '68 34	Nashua and Lowell.....	100	720,000		Wilm. and Weldon.....	100	1,403,776	
Cleveland & Mahoning.....	50	2,056,400	M. & N. N. '68 34	Nashville & Chattanooga.....	100	2,056,544		Warren.....	100	1,547,650	
Cleveland, Paines & Ashia.....	100	8,760,000	J. & J. Jan. '69 44	Naugatuck.....	100	1,435,000	F. & A. Aug. '68 4	Worcester and Nashua.....	75	1,522,600	J. & J. Jul. '68 34
Cleveland and Pittsburg.....	50	5,424,091	J. & J. Jan. '69 2	New Bedford & Taunton.....	100	1,435,000					
Cleveland and Toledo.....	50	5,000,000	J. A. J. & O. Jan. '69 44	New Haven & N. London.....	100	738,588	J. & J. Jan. '69 5				
Col., Chi. & Indiana Cen.....	100	11,420,000	J. & J. Jan. '68 44	N. Haven & Northampton.....	100	1,244,000	J. & J. Jan. '68 3				
Columbus and Xenia.....	50	1,786,200	J. & J. Jan. '68 44	New Jersey.....	100	6,000,000	F. & A. Aug. '68 5				
Concord.....	50	1,500,000	M. & N. Nov. '68 5	New London Northern.....	100	895,000	M. & S. Mar. '68 4				
Concord & Portsmouth.....	100	350,000	J. & D. Nov. '68 34	New York Central.....	100	28,537,000	F. & A. Feb. '69 4				
Coney Island & Brooklyn.....	100	800,000		New York and Harlem.....	50	6,255,050	F. & A. Jan. '69 4				
Corn. & Passump. Rivers.....	100	139,000		Do. pref.....	50	1,500,000	J. & J. Jan. '69 5				
Do. pref.....	100	1,822,100	J. & J. Jul. '68 3	New York & New Haven.....	100	6,000,000	J. & J. Jan. '69 5				
Connecticut River.....	100	1,700,000	J. & J. Jul. '68 5	N. Y. Provid. & Boston.....	100	2,000,000	J. & J. Jul. '68 3				
Cumberland Valley.....	50	1,216,900	A. & O. Apr. '68 4	Nine Bridge & Canada.....	100	1,000,000	J. & J. Jul. '68 3				
Danbury and Norwalk.....	100	400,000		North Carolina.....	100	797,400					
Dayton and Michigan.....	100	2,392,361	J. & J. Jul. '68 3	Northern Central.....	100	4,648,900	F. M. A. N. Nov. '68 2				
Delaware.....	50	694,280	J. & J. Jul. '68 5	North Eastern (S. C.) pref.....	100	155,000	J. & D. May '67 4				
Del. Lackaw. & Western.....	50	13,386,026	J. & J. Jul. '68 5	Northern of N. Hampsh.....	100	3,06,400					
Des Moines Valley.....	100	1,820,320		Northern of N. Jersey.....	100	159,100					
Detroit & Milwaukee.....	100	1,047,550		Norwich & Worcester.....	100	3,150,150	J. & J. Feb. '68 5				
Do. pref.....	100	1,500,000		Ogdensb. & L. Champ'n.....	100	3,024,000	F. & A. Feb. '68 3				
D. Dock, E. B'dw. & Bat.....	100	1,300,000		Do. pref.....	100	1,037,000	A. & O. Oct. '68 4				
Dubuque and Sioux City.....	100	1,615,641		Ohio and Mississippi.....	100	20,000,000					
Do. pref.....	100	1,987,351		Oil Creek & Allegheny R.....	50	5,000,000	J. & D. Dec. '68 34				
Eastern (Mass.).....	100	8,883,800	J. & J. July '68 4	Old Colony & Newport.....	100	4,289,000	J. A. J. & O. Jan. '69 3				
Eastern (N. H.).....	100	492,500	J. & J. July '68 4	Orange and Newark.....	100	281,550					
East Pennsylvania.....	50	654,600		Oswego and Syracuse.....	50	482,400	F. & A. Aug. '68 4				
East Tenn. and Georgia.....	100	2,399,730		Pacific of Missouri.....	100	3,614,515					
East Tenn. and Virginia.....	100	667,800		Pasadena.....	100	7,000,000	J. A. J. & O. Oct. '68 6				
Eighth Avenue (N. Y.).....	100	1,000,000	J. A. J. & O. Jan. '68 4	Paterson and Ramapo.....	100	248,500	J. & J. Jul. '68 24				
Elm., Jeffers & Canand.....	100	800,000	F. & A. A'g. '68 24	Paterson and Hudson Riv.....	100	630,000	J. & J. Jul. '68 4				
Elmira & Williamsport.....	50	800,000	M. & N. Nov. '68 24	Pennsylvania.....	100	21,045,750	M. & N. Nov. '68 5				
Do. pref.....	50	500,000	J. & J. Jan. '68 34	Peoria & Bureau Valley.....	100	1,200,000	A. & O. Oct. '68 6				
Erie Railway.....	100	69,000,000	F. & A. Feb. '68 4	Philadelphia and Erie.....	50	5,906,700	J. & J. Jan. '68 5				
Do. pref.....	100	8,539,910	Annual. Jan. '68 7	Philadelphia and Reading.....	100	21,304,301	J. & J. Jul. '68 5				
Erie & Pittsburg.....	50	4,400		Do. Do. preferred.....	50						

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	150,713	164,435	168,493	194,992	200,807	265,625	295,512	356,408	401,103	357,223	353,344	328,828	3,235,492
1865.....	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,451	676,446	634,243	576,365	5,825,335
1866.....	475,941	453,279	385,991	412,521	464,507	493,243	466,898	508,589	533,150	599,670	474,056	388,573	4,696,119
1867.....	377,852	380,190	459,555	407,013	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,107,371
1868.....	404,467	393,251	408,847	388,054	355,255	339,184	343,325	413,484	490,430	464,376	454,081	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,700
1864.....	100,991	154,418	198,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	236,824	3,840,092
1866.....	226,153	222,241	290,111	209,249	329,851	371,544	321,597	367,209	322,638	300,223	323,030	271,247	3,085,163
1867.....	343,787	157,832	235,961	282,105	335,510	342,358	354,244	415,982	408,969	425,752	399,102	330,169	3,692,861
1868.....	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,124	1,959,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,057	5,095,470
1865.....	305,554	246,331	259,403	196,580	234,612	321,818	244,121	306,231	389,489	307,823	270,673	201,779	3,313,514
1866.....	241,395	183,385	257,220	209,069	271,506	306,093	238,926	317,977	400,941	428,474	345,028	290,358	3,466,922
1867.....	343,787	272,544	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868.....	308,587	297,464	276,431	288,700	308,891	360,200	329,890	478,000	544,900	559,900	401,100	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,005	729,759	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,299	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	547,842	9,976,490
1866.....	523,566	399,917	525,745	537,519	858,945	925,983	808,524	797,475	1,000,008	1,200,216	1,010,892	712,359	9,296,430
1867.....	686,147	574,064	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,000	11,832,737
1868.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,334	.....	.....
Erie:													
1862.....	699,097	601,595	628,070	587,416	528,842	595,024	615,982	756,421	885,136	902,906	963,859	840,324	8,400,324
1863.....	845,695	830,949	956,445	945,059	848,783	770,143	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864.....	984,837	984,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865.....	1,001,007	947,146	1,256,566	1,458,455	1,132,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,785	15,434,775
1866.....	1,185,746	987,936	1,070,917	1,153,441	1,243,636	1,208,243	1,295,400	1,476,101	1,476,244	1,476,001	1,416,001	1,416,001	14,506,413
1867.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,189,264
1868.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	226,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,493	3,446,827
1863.....	290,944	271,085	275,043	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	416,588	459,762	425,797	406,373	510,100	422,578	640,179	799,236	661,391	657,141	608,402	639,447	6,320,447
1865.....	571,536	528,972	616,065	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	518,088	7,181,206
1866.....	603,053	505,296	505,465	411,005	569,250	567,679	480,626	578,253	571,343	691,971	588,219	504,066	6,546,741
1867.....	647,130	524,871	417,071	440,271	477,027	516,493	528,242	709,327	738,530	823,901	727,610	613,329	7,160,992
1868.....	572,324	531,224	462,517	538,977	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865.....	96,672	87,791	93,763	78,907	76,248	107,525	104,698	115,184	125,252	116,495	116,146	105,767	1,224,058
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,052	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868.....	92,433	81,599	95,482	108,461	95,416	95,924	108,413	126,556	121,519	126,065	119,169	.....	.....
Michigan Southern & Northern Indiana:													
1863.....	248,784	220,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,542
1864.....	256,600	304,445	338,454	330,651	297,126	316,258	278,801	258,862	402,219	407,107	448,934	411,806	4,120,153
1865.....	363,906	306,361	413,974	365,180	351,489	387,095	301,613	418,575	486,806	524,760	495,072	351,799	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	338,558	384,401	429,177	496,655	429,546	362,218	4,650,328
1867.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868.....	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,623	632,061	419,005	.....	.....
Michigan Central:													
1862.....	220,159	159,658	151,992	175,696	186,039	174,092	172,189	216,624	295,656	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	236,453	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	358,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,063	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.....	282,439	268,796	337,158	343,737	365,196	335,083	324,986	359,466	429,161	493,640	414,604	388,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	294,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	309,236	326,501	321,013	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	309,356	365,412	350,565	751,788	1,101,771	775,610	438,323	5,683,008
1868.....	368,487	350,884	333,291	456,629	565,718	458,094	423,247	522,545	1,023,520	1,087,434	.....	.....	.....
New York Central:													
1862.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,603,244
1863.....	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,816	11,009,895
1864.....	921,831	936,587	1,059,028	1,105,064	1,094,435	1,029,736	1,055,793	1,273,117	1,450,076	1,237,112	1,187,505	1,116,828	13,357,709
1865.....	967,869	913,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,624,434	1,526,339	1,486,356	1,117,858	14,575,126
1866.....	1,086,360	895,887	1,135,745	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	.....	14,143,215
1867.....	901,571	845,553	1,075,773	1,227,286	1,093,731	934,536	1,101,093	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	201,329	260,466	209,441	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,130	313,914	271,527	290,916	304,463	349,235	344,700	350,848	372,618	412,553	284,319	3,795,065
1866.....	287,541	246,109	326,236	277,424	283,130	253,925	247,232	305,454	278,701	310,762	302,420	281,613	3,380,585
1867.....	242,793	219,065	279,647	284,729	282,939	240							

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAID.	Market Price.	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAID.	Market Price.
National Securities, Dec. 1, 1868.						Massachusetts—State Almshouse Loan.	100,000	5	May & Nov.	1872	
Loan of Jan. 28, 1847.....registered	250,000	6	Jan. & July.	1867	118	—S. Almsh. and State H. Loan	275,000	5	April & Oct.	1874	104
Loan of March 31, 1848.....registered	20,000,000	6	"	1868	118	—Back Bay Land Loan.....	220,000	5	May & Nov.	1882	
—coupon		6	"	1868	118	—Lun. Hosp. (W. Mass.).....	150,000	5	April & Oct.	1868	103
Texas Indemnity, of Sep. 9, 1850.....coupon	250,000	5	presentation.	Due.	118	—Funding Loan.....	75,000	6	June & Dec.	1868	
Loan of June 14, 1858.....registered	20,000,000	5	Jan. & July.	1874	118	—Lun. Hosp. and State Prison.	172,000	6	"	1874	120
—coupon		5	"	1874	118	—Lun. Hosp. (W. Mass.).....	94,000	6	Jan. & July.	1874	128
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	126	—Union Fund Loan.....	50,000	6	June & Dec.	1877	126
—coupon		5	"	1871	126	—Coast Defense Loan.....	600,000	5	Jan. & July.	1877-78	
Loan of Feb. 8, 1861.....registered	18,415,000	5	"	1881	109	—Bounty Fund Loan.....	888,000	5	"	1888	107
—coupon		5	"	1881	114	—" " " " " " " " " " " "	200,000	5	"	1893	115
Oregon War Bonds of March 3, 1861.....yearly	1,016,000	6	July.	1881	110	—" " " " " " " " " " " "	4,379,500	5	May & Nov.	1894	115
Loan of July 17, 1861.....registered	264,246,300	6	Jan. & July.	1881	109	—" " " " " " " " " " " "	3,996,000	5	"	1894	
—coupon		6	"	1881	114	—Union Fund Loan.....	850,000	6	Jan. & July.	1894	115
Loan of Feb. 24, 1862 (5-20s).....registered		6	May & Nov.	1882	105	—War Loan (currency).....	2,150,000	6	Mar. & Sept.	1894	115
—coupon		6	"	1882	110	—Western R.R. Loan (sterling)	2,113,000	6	April & Oct.	1894	115
Loan of March 3, 1864 (5-20s).....registered		6	May & Nov.	1884	106	—Eastern R.R. Loan.....	4,319,520	5	Jan. & July.	1894	115
—coupon		6	"	1884	106	—Southern Vermont R.R.....	275,000	5	April & Oct.	1894	115
Loan of March 3, 1866 (5-20s).....registered		6	May & Nov.	1886	106	—Troy and Greenfield R.R.....	200,000	5	"	1894	115
—coupon		6	"	1886	106	—" " " " " " " " " " " "	965,500	5	"	1894	115
" " 2d series (5-20s).....registered		6	Jan. & July.	1886	107	—Michigan—Sault Canal Bonds.....	554,180	5	Jan. & July.	1894	115
" " 3d series (5-20s).....registered		6	"	1886	105	—Renewal Bonds.....	100,000	6	"	1894	115
—coupon		6	"	1886	105	—Two Million Loan Bonds.....	216,000	6	"	1894	115
Loan of March 3, 1864, (10-40s).....registered	194,568,400	5	Mar. & Sept.	1904	102	—War Loan Bonds.....	1,750,000	7	"	1894	115
—coupon		5	"	1904	105	—Bounty Loan Bonds.....	250,000	7	"	1894	115
Pacific R. R. Bonds.....(currency)	44,337,000	6	Jan. & July.	1904-97	99	—Minnesota—State Building Loan.....	1,111,500	7	May & Nov.	1890	
Treasury Notes (7-30s) June 30 '61: 2d series	matured.	7.2	June & Dec.	1868		—Railroad Loan Bonds.....	463,000	7	Jan. & July.	1890	
(7-30s) Mar. 3, '65: 3d series	23,255,840	7.2	Jan. & July.	1868		—Mississippi—State Bonds (Planters' Bank)	100,000	7	"	1890	
Matured Debt not presented	7,989,884	6	presentation.			—(Union Bank).....	2,275,000	6	"	1890	
Gold Certificates of Deposit.....	23,255,840	6	At maturity.	3 yrs		—Missouri—State Bonds.....	2,000,000	6	"	1890	
Compound Interest Notes 1864 '65.....	356,021,073	6	"	"		—Hannibal and St. Joseph R.R.....	6,000,000	6	Jan. & July.	18	
United States Notes (greenbacks)	68,140,000	6	"	"		—Pacific R.R.....	822,000	6	"	62-93	90
Three per cent. certificates.	33,875,268	6	"	"		—Southwestern R.R.....	3,000,000	6	"	81-95	100
Fractional currency	14,900,000	3	"	"		—North Missouri R.R.....	7,000,000	6	"	81-97	100
Navy Pension Fund		3	"	"		—Iron Mountain R.R.....	4,500,000	6	"	85-87	100
						—Cairo and Fulton R.R.....	4,350,000	6	"	82-87	100
						—Platte County R.R.....	3,500,000	6	"	83-89	100
							650,000	6	"	85-87	100
							700,000	6	"	1887	
State Securities, latest.						New Hampshire—War Loan of July 1, 1861.	1,194,100	6	Jan. & July.	67-78	100
Alabama—State Bonds.....coupon	168,000	5	May & Nov.	1872	63	— " " " " " " " " " " " "	600,000	6	May & Nov.	84-89	100
— " " (extended).....	1,941,000	5	"	1883		— " " " " " " " " " " " "	609,500	6	April & Oct.	67-74	100
— " " (funded coup.).....	437,850	5	"	1887		— " " " " " " " " " " " "	500,000	6	Jan. & July.	1869-90	100
— " " (sterling).....	648,000	5	Jan. & July.	1876		— " " " " " " " " " " " "	1,798,900	6	Jan. & July.	67-84	100
— " " " " " " " " " " " "	688,000	6	"	1876		— " " " " " " " " " " " "	1,002,900	6	"	86-96	100
Arkansas—Bank Loan (real estate).....coupon	899,000	6	April & Oct.	1861		— " " " " " " " " " " " "	793,400	6	"	67-92	100
— " " (State Bank).....	610,000	6	Jan. & July.	1868		— " " " " " " " " " " " "	700,000	7	J. A. J. & O.	1870	108
California—Civil Bonds of 1867.....cupon	3,727,500	7	Jan. & July.	1877	128	—Bounty Fund Bonds.....coupon	2,559,000	7	Jan. & July.	1877	108
— " " " " " " " " " " " "	198,500	7	"	1880		— " " " " " " " " " " " "	21,726,500	7	"	1877	108
— " " " " " " " " " " " "	1,545,500	7	"	83-84	99	—General Fund Bonds.....	1,189,780	6	"	pleas.	
Connecticut—War Bonds of May, 1861.....	2,000,000	6	Jan. & July.	71-81	100	— " " " " " " " " " " " "	500,000	6	"	1863	
— " " " " " " " " " " " "	2,000,000	6	"	72-82	100	— " " " " " " " " " " " "	500,000	6	"	1878	
— " " " " " " " " " " " "	2,000,000	6	"	1883		— " " " " " " " " " " " "	3,650,000	6	J. A. J. & O.	1871	100
— " " " " " " " " " " " "	2,000,000	6	April & Oct.	74-84	99	— " " " " " " " " " " " "	6,000,000	6	"	1873	104
— " " " " " " " " " " " "	2,000,000	6	"	1885		— " " " " " " " " " " " "	2,250,000	6	"	1874	102
Florida—State Bonds.....coupon	370,617	7	Jan. & July.	var.		— " " " " " " " " " " " "	1,400,000	6	"	75-77	102
— " " " " " " " " " " " "		7	"	var.		— " " " " " " " " " " " "	909,607	6	Jan. & July.	pleas.	
Georgia—State Bonds (Railroad).....coupon	276,000	7	various.	72-74	93	—General Fund Bonds.....	442,960	6	May & Nov.	1868	
— " " " " " " " " " " " "	3,630,000	7	Jan. & July.	1886		— " " " " " " " " " " " "	900,000	6	Jan. & July.	1875	91
— " " " " " " " " " " " "	1,569,000	6	"	68-74	81	— " " " " " " " " " " " "	800,000	6	"	1878	
— " " " " " " " " " " " "	784,000	6	Feb. & Aug.	78-86		— " " " " " " " " " " " "	1,163,000	6	J. A. J. & O.	1868	
— " " " " " " " " " " " "	72,000	6	Mar. & Sept.	1869		— " " " " " " " " " " " "	187,000	6	"	1871	
Illinois—Ill. and Mich. Canal.....coupon	1,167,223	6	Jan. & July.	1870	100	— " " " " " " " " " " " "	4,600,000	5	"	1874	83
— " " " " " " " " " " " "	1,229,670	6	"	1870		— " " " " " " " " " " " "	386,000	6	Various.	69-78	64
—State Bonds.....coupon	948,910	6	"	60-70		— " " " " " " " " " " " "	8,334,000	6	Jan. & July.	81-90	100
— " " " " " " " " " " " "	4,337,253	6	"	77-79	100	— " " " " " " " " " " " "	650,000	6	April & Oct.	90-91	
—War Loan Bonds.....coupon	948,200	6	"	1879	99	— " " " " " " " " " " " "	3,500,000	6	Jan. & July.	1900	62
Indiana—State Bonds.....coupon	1,191,952	5	Jan. & July.	1866	95	— " " " " " " " " " " " "	280,366	6	Jan. & July.	1868	100
— " " " " " " " " " " " "	3,829,338	5	"	1866	95	— " " " " " " " " " " " "	2,183,632	6	"	1870	100
— " " " " " " " " " " " "	309,000	6	May & Nov.	1868	98	— " " " " " " " " " " " "	1,500,000	6	"	1875	101
Iowa—State Bonds.....coupon	190,000	7	Jan. & July.	1868		— " " " " " " " " " " " "	4,098,309	6	"	1881	100
—War Loan Bonds.....coupon	300,000	7	"	1881		— " " " " " " " " " " " "	2,400,000	6	"	1886	102
Kansas—State Bonds.....coupon	99,945	6	Jan. & July.	1875		— " " " " " " " " " " " "	218,874	7	Jan. & July.	1876	
—War Loan Bonds.....coupon	600,000	6	"	78-81		— " " " " " " " " " " " "	4,993,062	6	Various.	77-82	95
Kentucky—State Bonds.....coupon	901,000	6	Jan. & July.	68-71	70	— " " " " " " " " " " " "	400,000	6	April & Oct.	1870	
— " " " " " " " " " " " "	1,421,000	6	April & Oct.	70-71		— " " " " " " " " " " " "	92,850	5	Jan. & July.	1877	
— " " " " " " " " " " " "	415,000	6	May & Nov.	1870		—State Bonds, 1st series.....	99,480	5	"	1882	
— " " " " " " " " " " " "	253,000	5	April & Oct.	67-73		— " " " " " " " " " " " "	720,983	5	"	1892	
— " " " " " " " " " " " "	636,000	6	various.	80-96		— " " " " " " " " " " " "	4,807,150	6	"	1877	105
Louisiana—State Bonds (Banks).....coupon	4,832,983	6	Feb. & Aug.	68-86		— " " " " " " " " " " " "	7,908,520	6	"	1882	106
— " " " " " " " " " " " "	2,928,000	6	various.	69-99	63	— " " " " " " " " " " " "	9,270,017	6	"	1892	107
— " " " " " " " " " " " "	665,000	6	Jan. & July.	1897		— " " " " " " " " " " " "	3,000,000	6	Feb. & Aug.	1871	101
— " " " " " " " " " " " "	1,000,000	6	various.	1886	60	— " " " " " " " " " " " "	468,500	6	April & Oct.	1871	100
— " " " " " " " " " " " "	892,800	6	"	86-87		— " " " " " " " " " " " "	1,196,000	6	Mar. & Sept.	1882	100
Maine—Mass. Land Debt of '63.....	150,000	5	October.	67-72		— " " " " " " " " " " " "	269,000	6	April & Oct.	1885	100
— " " " " " " " " " " " "	174,000	6	Mar. & Sept.	67-74		— " " " " " " " " " " " "	776,000	6	Jan. & July.	1893	100
— " " " " " " " " " " " "	171,000	6	various.	75-78		— " " " " " " " " " " " "	917,000	6	Feb. & Aug.	1894	99
—War Loan of 1861.....	800,000	6	"	1871	100	— " " " " " " " " " " " "	798,898	6	J. A. J. & O.	68-70	
— " " " " " " " " " " " "	825,000	6	Mar. & Sept.	1883	100	— " " " " " " " " " " " "	3,276,000	6	Jan. & July.	71-90	
—Bounty Loan of 1863.....	476,000	6	Feb. & Aug.	1880	100	— " " " " " " " " " " " "	1,210,803	6	"	1887	
—War Loan of 1864.....	2,832,500	6	June & Dec.	1889	100	— " " " " " " " " " " " "	1,948,480	6	April & Oct.	1868	604
Maryland—State Bonds (Balt. & Susq. R.R.).....	315,000	3	J. A. J. & O.	1880	95	— " " " " " " " " " " " "	239,187	5	"	var.	
— " " " " " " " " " " " "	1,017,622	5	"	1865		— " " " " " " " " " " " "	1,706,000	6	Jan. & July.	1888	68
— " " " " " " " " " " " "	24,000	5	"	1880		— " " " " " " " " " " " "	14,006,000	6	Jan. & July.	80 yrs	
— " " " " " " " " " " " "	1,405,507	5	"	1889		— " " " " " " " " " " " "	2,207,000	6	"	var.	
— " " " " " " " " " " " "	120,000	5	"	1889		— " " " " " " " " " " " "	6,000,000	6	"	1882	634
— " " " " " " " " " " " "	169,974	5	"	89-90		— " " " " " " " " " " " "	1,567,500	6	June & Dec.	71-78	100
— " " " " " " " " " " " "	3,277,389	5	"	1890		— " " " " " " " " " " " "	1,865,000	6	Jan. & July.	long.	
— " " " " " " " " " " " "	3,269,616	5	"	1860		— " " " " " " " " " " " "	468,250	5	"	long.	
— " " " " " " " " " " " "	2,090,000	5	"	1070	98	— " " " " " " " " " " " "	10,900,000	6	"	long.	54
— " " " " " " " " " " " "	1,000,000	6	"	1870	98	— " " " " " " " " " " " "	1,374,600	6	"	1870	57
— " " " " " " " " " " " "	601,000	6	"	1874		— " " " " " " " " " " " "	489,300	6	"	1886	
— " " " " " " " " " " " "	30,000	6	"	1885		— " " " " " " " " " " " "	39,800	6	"	1890	
— " " " " " " " " " " " "	429,588	6	"	1890							
Massachusetts—Funding Loan.....	15,000	5	June & Dec.	1868							
— " " " " " " " " " " " "	21,900	5	"	1870							
— " " " " " " " " " " " "	60,000	5	Jan. & July.	1870							
— " " " " " " " " " " " "	17,000	5	June & Dec.	1872							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	"	"	1887	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	"	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	"	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000.....	639,000	7	April & Oct.	"	1885	....	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	.....	7	— & —	New York.	1916	91½
1st Mortgage (Extension).....	4,000,000	7.3	"	"	1896	....	Central Branch Union Pacific:						
Androscoggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100½
1st Mortgage (Pennsylvania).....	2,151,500	7*	"	"	1877	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	100
1st Mortgage (Ohio).....	3,740,900	7	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	15,000,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111
2d Mortgage (Pennsylvania).....	757,500	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	111
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	"	1883	....	National Loan.....	15,000,000	6	"	"	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	"	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar. by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	"	New York.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	"	"	18—	....	Cheraw and Darlington:						
1st mortgage (Bainbridge Ext.)..	500,000	7	"	"	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	.....	7	Jan. & July.	"	1897	....	2d Mortgage.....	75,000	7	— & —	"	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	92
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	821,281	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100½
Loan of 1855.....	894,250	6	Jan. & July.	"	1875	95	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	102½
Loan of 1850.....	602,000	6	"	"	1880	96½	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	88
Loan of 1853.....	1,744,500	6	April & Oct.	"	1885	93½	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	112
Northwestern Va. R. R. 2d Mort.	493,000	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	201,000	6	"	"	1885	....	2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.).....	1,225,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	"	"	1870	....	1st Mortgage.....	.....	7	April & Oct.	New York.	1895	73
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	5,600,000	7	"	"	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....	Chicago and Milwaukee (45 m's).....						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77½	3d Mortgage ("").....	37,900	7	Feb. & Aug.	"	1870	....
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Pref. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	91½
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro.	1875	....	General 1st Mortgage.....	8,695,500	7	Feb. & Aug.	"	1885	91
1st Mortgage (B. C. and F. R.R.)	300,000	6	"	Boston.	1886	....	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	92
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
1st Mort. (Conc. to War. 71 m.).....	200,000	7	Feb. & Aug.	New York.	1865	....	Equipment Bonds.....	133,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	"	New York.	1870	....	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
Sinking Fund Mortgage.....	500,000	6	"	Boston.	1889	....	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	"	1915	....
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	"	'68-'71	90
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	82½	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	101
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1899	65	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	....
Boston and Lowell:							1st Mortgage (Penninsula R.R.).....	1,075,000	7	March & Sept.	"	1898	....
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R. W. 85 m.)	1,098,000	7	Jan. & July.	"	1898	90
Company bonds (no mortgage).....	200,000	6	April & Oct.	"	1879	98½	1st Mortgage (Beloit & Mad. R.)	372,000	7	"	"	1888	....
Company bonds (no mortgage).....	304,000	6	"	"	1887	....	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	100
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	68-'77	....	1st Mort. (C. R. I. and P. R. R.)	6,699,000	7	"	"	1896	98½
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A.L.C.C. & I.C.R.R.):						
1st Mortgage.....	1,768,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	.....	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Sinking Fund.....	.....	7	May & Nov.	"	1886	....
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	Cincinnati and Indiana:						
Co. bonds (Erie and Northeast)	300,000	7	"	"	1886	....	1st Mortgage.....	2,000,000	7	— & —	New York.	1895	75
Buffalo, New York and Erie:							Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	2												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashla.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	95	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage.....	1,000,000	7	" "	" "	1881		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	92 1/2
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1890	87
1st Mort. (June R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867		5th Mortgage.....	928,500	7	June & Dec.	" "	1888	82 1/2
1st Mort. (June R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886		Sterling Loan \$200,000.....	3,875,520	7	March & Sept.	London.	1876	
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	103	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1878	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.....		7	April & Oct.	New York.	1908	73 1/2	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
1st Mortgage.....	8,200,000	7	May & Nov.	New York.	1904	81	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	
2d Mortgage.....	816,000	7	" "	" "	18—		Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	" "	Princeton.	18—	
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	100	1st Mortgage.....	815,000	7	" "	New York.	18—	
Notes.....	300,000	7	" "	" "	1876		Galena and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98 1/2	2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	88	Grand Rapids and Indiana:						
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	600,000	7	Jan. & July.	New York.	1887		Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Nov. 1882.....	897,000	6	Jan. & July.	New York.	1869		Grand Trunk (Can.):						
Bonds of Feb. 1884.....	89,000	6	Feb. & Aug.	" "	1869		1st Preference Bonds.....	12,573,661	5 1/2	Jan. & July.	London.	18—	
Bonds of July 1867.....	98,000	6	" "	" "	1877		2d Preference Bonds.....	7,355,986	5 1/2	" "	" "	18—	
Cumberland and Pennsylvania:							3d Preference Stock.....	3,414,094	4 1/2	" "	" "	18—	
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891		4th Preference Stock.....	25,592,860	5 1/2	" "	" "	18—	
Cumberland Valley:							Equipment Bonds.....	2,433,333	6 1/2	April & Oct.	" "	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		Great Western of Canada:						
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—		Government Loan £573,688.....	2,782,387	6 1/2	" "	Ottawa.		
Danbury and Norwalk:							Mortgage Bonds \$615,200.....	2,983,720	6 1/2	" "	London.	73-76	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80		Mortgage Bonds \$547,000.....	2,652,950	5 1/2	" "	" "	77-78	
Dayton and Michigan:							Stock Debentures £46,700.....	228,500	5 1/2	" "	" "	irred.	
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867		Great Western of Illinois:						
2d Mortgage.....	2,589,000	7	" "	" "	1881		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	
3d Mortgage.....	642,000	7	March & Sept.	" "	1884		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94		1st Mortgage (General).....	2,500,000	7	" "	" "	1888	90
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	76
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Greenville and Columbia:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Income Bonds.....	251,000	6	" "	" "	79 aft		1st Mortgage.....	1,000,000	7	" "	New York.	18—	
Dayton and Western:							Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	90
2d Mortgage.....	463,000	6	June & Dec.	" "			State Loan of 1855.....	1,500,000	6	" "	" "	1885	
Delaware:							Land Mort. of 1863 for \$3,400,000.....	2,300,000	7	April & Oct.	" "	1888	110 1/2
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	
State Loan.....	170,000	6	" "	" "	1876		Harrisburg and Lancaster:						
Delaware, Lackawann. & Western:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	98	Hartford and New Haven:						
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	" "	1875	98	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	" "	1881	98	Hartford, Providence and Fishkill:						
Des Moines Valley:							1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Hartford.	1876	
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	" "	" "	1876	
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hempfield:						
Detroit and Milwaukee:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Housatonic:						
2d Mortgage.....	1,000,000	8	" "	" "	1884		1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		2d Mortgage.....	96,000	7	" "	" "	1885	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Houston and Texas Central:						
Bonds of June 30, 1866, (cond.).....	1,837,789	7	" "	" "	1886		Texas State Loan, sinking fund.....	432,000	6	April & Oct.	New York.	67-69	
Detroit, Mon. & Tol. (M.S. & N.L.)							1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		Land Mort. S. F. (\$20,000 p. m.).....		6	" "	" "	1891	
Detroit and Pontiac (Det. & Mil.):							Hudson River:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878		1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		1st Mortgage.....	1,984,000	7	" "	" "	1869	101 1/2
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	" "	" "	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104 1/2
1st Mortgage (construction).....	690,000	7	" "	" "	1894		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	
East Brandywine & Waynesboro:							Illinois Central:						
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	5,090,500	7	April & Oct.	New York.	1875	114 1/2
Eastern:							Construction.....	2,499,000	6	" "	" "	1875	
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	68-72		Redemption.....	2,563,000	6	" "	" "	1890	
2d Mortgage, (convert. sterling).....	420,000	5 1/2	Jan. & July.	London.	1872		Redemption, sterling.....	363,000	6 1/2	" "	London.	1875	
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96 1/2	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	" "	1876		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888		1st Mortgage (Ind. and Cin.).....	500,000	7	Jan. & July.	New York.	1866	
East Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee Loan (1866).....	449,830	6	" "	" "	1898		Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	" "	" "	1880		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	
Mortgage (new).....	124,900	7	" "	" "	1880		Jeffersonville (J. M. & L.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		2d Mortgage.....		7	April & Oct.	" "	1873	
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" "	" "	18—		1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	
Edgfield and Kentucky:							Louisville Loan (endorsement).....	150,000	6	" "	" "	1882	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.....	500,000	8	Jan. & July.	New York.	1874	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	95	Joliet and Northern Indiana:						
Plain Bonds.....	570,000	5	April & Oct.	" "	1872	90	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., £411,000.....		6 1/2	Jan. & July.	London.	18—		1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	& —	New York.	1872	....	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.)	844,000	7	& —	"	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	"	1870	....
3d Mortgage (do.)	230,000	7	& —	"	1885	....	Tennessee State Loan.....	317,900	6	"	"	1892	....
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....	1st Mortgage Bonds.....	\$250,000	6	& —	.....	18—	....
Income.....	100,000	7	"	"	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, Sterling.....	8*	"	"	Mobile.	1882	52
Knoxville and Kentucky:							Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '65 and '67.....	388,900	8	May & Nov.	Mobile.	1867	19
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds.....	697,900	8	"	Mobile.	1882	38
1st Mortgage.....	.....	7	Jan. & July.	New York.	1875	....	Montgomery and Eufala:						
1st Mortgage (Extension).....	.....	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala.....	129,000	8	March & Sept.	New York.	1886	....
2d Mortgage.....	.....	7	April & Oct.	"	1880	....	Montgomery and West Point:						
2d Mortgage (Extension).....	.....	7	May & Nov.	"	1890	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1870	....
Lake Erie and Louisville:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds.....	719,500	8	"	"	1881	92
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1914	96
Lexington and Frankfort:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	92½
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'69-'74	....	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.....	1,569,000	6	Jan. & July.	New York.	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....	Tenn. State Loan.....	150,000	6	"	"	18—	....
New Mortgage, free of taxes.....	1,000,000	6	June & Dec.	"	1898	90	Tenn. Coupons Funded.....	426,270	6	"	"	18—	....
Little Miami:							Nashville and Decatur:						
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'88-'98	....
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	Income Bonds (Tenn. and Ala.).....	205,000	6	April & Oct.	Nashville.	1870	....
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	....	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Long Island:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	....	Naugatuck:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage, Convertible.....	246,000	7	Jan. & July.	Bridgeport.	1876	....
Glen Cove Branch.....	160,000	6	May & Nov.	"	1893	....	Newark and New York:						
Louisville, Cinclin. and Lexington:							1st Mortgage.....	690,000	....	& —	New York.	18—	....
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	....	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	New Brunswick and Canada:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage, Sterling £220,000.....	1,100,000	6*	May & Nov.	London.	1867	....
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	'70-'75	....	2d Mortgage for \$100,000.....	39,200	7	March & Sept.	"	1877	....
1st Mortgage, Bardonia Branch.....	27,500	7	Jan. & July.	"	1870	....	New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.....	600,000	7	May & Nov.	"	'80-'85	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	"	1874	....
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	New Jersey:						
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	"	1893	....	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	'73-'87	....
Consolid. 1st mort. for \$3,000,000	.....	7	"	"	1893	....	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	....
1st Mort., New Albany & Salem	2,235,000	6	& —	New York.	18—	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia.....	180,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000.....	1,019,000	8	"	"	1890	70
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	.....	....	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.).....	1,903,000	8	April & Oct.	New York.	1889	46
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Premium, Sinking Fund Bonds.....	6,189,954	6	May & Nov.	New York.	1883	91
\$400,000 Loan.....	315,200	6	June & Dec.	"	'70-'71	....	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	"	1876	102½
Bangor City Loan.....	660,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	594,000	6	"	"	1883	....
Marietta and Cincinnati:							Bonds for real estate.....	165,000	6	"	"	1883	....
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	80	Bonds and mortgages.....	176,865	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,000,000	7*	"	London.	1892	....	Convertible bonds.....	453,000	7	Feb. & Aug.	"	1876	120
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	78	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	94
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	& —	New York.	18—	....
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	85	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	3d Mortgage of 1858.....	99,500	7	Jan. & July.	"	1863	....
Memphis, Clarksville & Louisv.:							Consolidated mortgage of 1863.....	1,797,000	7	Feb. & Aug.	"	1893	....
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	96
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	New York, Providence & Boston:						
Mortgage (road and land).....	600,000	8	May & Nov.	"	1890	....	1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Michigan Central:							Improvement Bonds.....	100,000	7	Jan. & July.	"	1881	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	Norfolk and Petersburg:						
1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	116	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	72½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....	1st Mortgage.....	328,600	8	"	"	'65-'70	80
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	114	2d Mortgage for \$300,000.....	6,000	8	"	Norfolk.	1869	....
Michigan Southern & North. Ind.:							North Eastern:						
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	97	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	76
2d Mortgage.....	2,693,000	7	"	"	1877	91	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	"	1868	....	Interest Certificates.....	228,086	7	Jan. & July.	"	1875	....
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	....	North Missouri:						
Mifflin and Centre County:							1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1898	83½
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1880	92½
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chattel Mortgage.....	377,368	10	April & Oct.	"	1887	108
3d Mortgage, (")	10,500	7	June & Dec.	"	1898	....	2d Mortgage.....	274,500	7	"	"	18—	87
Milwaukee and Prairie du Chien:							North Shore, S. I.:						
1st Mortgage.....	390,500	7	Jan. & July.	New York.	1891	....	1st Mortgage.....	110,200	7	& —	New York.	18—	....
Milwaukee and St. Paul:							Northern Central:						
1st Mortgage—370 miles.....	5,361,000	7	Jan. & July.	New York.	1893	93	1st Mortgage, Sinking Fund.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage.....	1,476,000	7	April & Oct.	"	1884	90	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1885	85½
1st Mortgage (P. du C.).....	3,582,000	8	"	"	18—	102½	3d Mortgage, Sinking Fund.....	1,064,500	6	April & Oct.	"	1900	85½
2d Mortgage (P. du C.).....	739,000	7.3	"	"	18—	96½	Northern New Hampshire:						
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	18—	90	Company Bonds.....	145,000	6	April & Oct.	Boston.	1874	....
Minnesota Valley:							Northern New Jersey:						
1st Mortgage \$5,000 per mile.....	100,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	18—	....
Mississippi Central:							North Western Virginia:						
1st Mortgage.....	1,246,000	7	May & Nov.	New York.	18—	6	1st Mortgage.....	.....	6	& —	Baltimore.	18—	95
2d Mortgage.....	1,617,000	8	Feb. & Aug.	"	18—	49	2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
Tenn. State Loan.....	1,076,990	6	Jan. & July.	"	1896	....	3d Mortgage (B. & O. R. R. Co.)	300,000	6	"	"	1899	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coln."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	95 1/2	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000	.....	7	Jan. & July.	"	1898	89	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	96 1/2	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86 1/2	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101 1/2	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'90-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " " " "	573,500	8	May & Nov.	Richmond.	1875	75	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " " "	83,200	8	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	69
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Virginia State Loan of '58 & '59	249,962	7	"	"	'92-'93	....	4th Mortgage.....	604,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Richmond and Fort Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....	.....	7	"	New York.	18—	....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'76	....
Pacific of Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Richmond and Petersburg:						
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	96	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rockford, R. Island & St. Louis:						
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97 1/2
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	Rome, Watertown & Ogdensburg:						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund.....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100 1/2	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. { " " " }	2,597,000	6	April & Oct.	"	1875	96 1/2	Rutland and Burlington:						
2d M. stg. { " " " }	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	162
General Mortgage.....	69,000	6	"	Philadelphia.	18—	....	2d Mortgage.....	937,500	7	"	"	1863	60
State lien on whole property...	6,375,734	5	April & Oct.	Harrisburg.	1870	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Debentures...	3,400,000	6	"	Philadelphia.	18—	....	Sacramento Valley:						
Pensacola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94 1/2
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	83 1/2
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	80
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	86 1/2
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	90 1/2	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	....
1st Mortgage (General).....	5,000,000	6	"	"	1881	85 1/2	Equipment Bonds, free.....	.....	10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	81	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Norist.:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	2,656,600	8	April & Oct.	Philadelphia.	1870	105 1/2	2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	....	General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	93	General Mort., dol. for \$7,000,000	.....	7	"	New York.	18—	....
Bonds of 1857, convertible.....	171,000	6	"	"	1886	....	Salem:						
Bonds of 1836, Sterling.....	182,400	6*	"	London.	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1836, Sterling, conv.	288,000	7*	"	"	'72-'77	....	1st Mortgage.....	228,900	6	"	Boston.	1876	99 1/2
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1869	105	Sandusky and Cincinnati:						
Philadelphia and Trenton:							1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	70
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	3d Mortgage.....	148,000	7	"	"	18—	....
Philadelphia, Wilmington & Balt.:							Sandusky, Mansfield and Newark:						
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884	....	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	96	Funded Coupons.....	818,200	7	"	"	1875	....
Bonds of 1867.....	415,000	6	"	"	1887	....	Schuykill Navigation:						
Pittsburg and Connellsville:							1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
Pittsburg, Ft. Wayne & Chicago:							Schuykill and Susquehanna:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	103	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	3d Mortgage.....	71,000	7	"	"	1870	....
1st Mortgage (Series E).....	87												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction ...	\$55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, guar. for \$500,000..	.....	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912 1/2.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,031 1/2.....	262,366	5*	"	Charleston.	'71-'85	....	West Chester and Philadelphia:						
Domestic Bonds.....	617,167	6	various.	"	'68-'74	....	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds.....	595,500	6	"	"	'68-'72	....	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds.....	280,000	7	April & Oct.	"	'88-'91	....	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93 1/2
1st Mortgage.....	150,000	6	Jan. & July.	Boston.	18—	....	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany).						
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	....	Sterling Loans, £899,900.....	4,319,520	5*	April & Oct.	London.	'68-'71	....
2d Mort., guar. by Petersburg ..	300,000	6	"	Petersburg.	'70-'75	....	Dollar Bonds.....	936,500	6	"	Boston.	1875	98 1/2
3d Mort. (for City Point R. R.) ..	175,000	6	"	"	'65-'68	....	Western Maryland:						
4th Mortgage.....	314,900	6	"	"	'70-'72	....	1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1890	78
5th Mortgage.....	119,000	8	"	"	'63-'69	....	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	94 1/2
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1890	85
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	2d M. for \$300,000, end. by W. Co.	150,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage.....	437,000	8	various.	Macon.	'75-'85	....	1st Mortgage, guaranteed.....	1,283,600	6	April & Oct.	Philadelphia.	18—	79
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Willis Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	....	1st M. for \$1,000,000 end. by Ala.	7	—	—	—	18—	....
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State.....	8	"	"	"	1897	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	Wilmington and Manchester:						
Steubenville and Indiana:							1st Mortgage.....	596,000	7	June & Dec.	New York.	1866	....
1st Mortgage.....	1,500,000	7	Jan. & July.	Philadelphia.	1870	....	2d Mortgage.....	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds.....	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	Consol. Mortgage for \$2,000,000.	7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,721,514	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling.....	197,777	7*	"	"	1886	91 1/2
1st Mortgage.....	206,000	7	Jan. & July.	New York.	18—	....	Sinking Fund Mortgage.....	508,000	7	April & Oct.	New York.	1896	....
Tioga:							Winchester and Alabama:						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	....	Tenn. State Loan.....	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage.....	800,000	7	Feb. & Aug.	New York.	1884	....	Stg. State Loan.....	85,333	6	August.	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds.....	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	84	Winona and St. Peter:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	84 1/2	1st Mortgage (C. & N. W.).....	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	94 1/2	1st Mort. guar. by N. Central ..	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	York and Cumberland (N. Cent.):						
2d Mort. (Tol. & Wabash 75 m.) ..	1,000,000	7	May & Nov.	"	1878	83	1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.) ..	1,500,000	7	"	"	1871	....	2d Mortgage.....	25,000	6	Jan. & July.	"	1871	....
Equipm't Bonds (T. & W. 75 m.) ..	600,000	7	"	"	1883	74	3d Mortgage.....	500,000	6	"	"	1877	....
S. F. B. (Tol. W. & W. 499 m.) ..	289,000	7	April & Oct.	"	1871	....	CANAL BONDS.						
Consol. M. (T. W. & W. 499 m.) ..	1,880,000	7	J. A. J. & O.	"	1907	74	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Chesapeake and Ohio:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds.....	300,000	7	March & Sept.	Troy.	1882	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1865	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage, guaranteed.....	180,000	6	"	"	1877	....	Delaware and Hudson:						
Union and Logansport:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage.....	1,834,000	7	June & Dec.	New York.	1905	....	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Cam						
1st Mortgage, free.....	20,168,000	6*	Jan. & July.	New York.	1897-8	102	den and						
2d Mortgage (Gov. subsidy).....	20,168,000	6	"	"	1897-8	....	Erie of Pennsylvania:						
Union Pacific—Central Branch:							1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Interest Bonds.....	161,960	7	"	"	18—	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Illinois and Michigan:						
Union Pacific—Eastern Division:							Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
1st Mortgage.....	6,400,000	6*	June & Dec.	New York.	1895	102	Ill. State bonds, sterling, reg....	500,987	6*	"	"	1870	....
2d Mortgage (Gov. subsidy).....	6,400,000	6	Jan. & July.	"	1895	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
Vermont Central:							Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1896	77 1/2	Lehigh Coal and Navigation:						
2d Mortgage.....	1,500,000	7	Jan. & July.	Boston.	1867	37	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	103	2d Loan.....	5,606,122	6	"	"	1884	83 1/2
Vermont and Massachusetts:							3d Loan	2,000,000	6	"	"	1897	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	87 1/2
Vermont Valley:							Convertible Loan.....	1,201,560	6	"	"	1877	72
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Monongahela Navigation:						
2d Mortgage.....	114,000	6	"	Boston.	1860	....	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
3d Mortgage.....	293,200	7	"	New York.	1859	....	2d Mortgage.....	57,000	6	"	"	18—	....
Vicksburg and Meridian:							Morris (and Banking):						
Consolidated Mort.—1st class ..	722,500	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	....
" " 2d class.....	850,000	7	or	"	1890	....	2d Mortgage.....	302,750	6	"	"	1876	....
" " 3d class.....	164,000	7	April & Oct.	"	1890	....	Boat Loan.....	232,087	6	"	"	1885	86 1/2
" " 4th class.....	1,263,000	7	"	"	1890	....	North Branch:						
Funded Coupons.....	420,000	7	"	"	....	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
Special Loan.....	200,000	8	"	"	....	....	Schuylkill Navigation:						
Virginia Central:							1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
State Loan.....	210,000	6	Jan. & July.	New York.	1891	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	70 1/2
1st Mortgage (guar. by State)...	100,000	6	"	N. Y. & Rich.	1880	....	Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	67
2d Mortgage.....	206,500	6	"	"	1872	....	Susquehanna and Tide Water:						
3d Mortgage.....	983,000	6	"	"	1884	....	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	....	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	58
Virginia and Tennessee:							Preferred Interest Bonds.....	325,000	6	"	"	1894	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Value of Shares	Market.		Earnings.		Operations.		Abstract of General Balance Sheet.										Rolling Stock.		Railroad.		Years ending.
	Par.	P. C.	Net.	Gross.	Trains Moved.	Passengers.	Freight.	Dividends.	Surplus Income.	Accounts.	Bonds.	Stocks.	Accounts and Cash.	Assets.	Rolling Stock.	Railroad.	Track and Sidings.	Main Line.			

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	Rate.	TERMS.		Principal payable	Mortg. Gr.
			Pay- able.	Year.		
Broadway (Brooklyn):	0	70	Months.	Year.	P	c
Real Estate Mortgage	27,500	7	J. & J.	Var.		
Broadway & 7th Avenue:						
1st Mortgage	500,000	7	J. & D.	1864		
Brooklyn, Bath & Coney Is'd						
1st Mortgage	80,000	7	J. & J.	1883		
Brooklyn and Rockaway						
1st Mortgage	35,000	7	J. & J.			
Brooklyn Centr. & Jamaica:						
1st Mortgage	400,000	7	J. & D.	1870		
Brooklyn City.						
1st Mortgage	170,000	7	J. & J.	1872		
Brooklyn City & Newtown:						
1st Mortgage	200,000	7	J. & J.	1872		
Brooklyn City & Ridgewood:						
1st Mortgage	20,000	7	J. & J.	1884		
Cambridge:						
1st Mortgage	150,000	6	J. & J.	1883	50	
Central Park, East & North River:						
1st Mortgage	550,000	7	J. & J.	1874		
Citizens' Pittsburgh:						
1st Mortgage	50,000	7	J. & J.	1870		
Coney Island and Brooklyn:						
1st Mortgage	145,000	7	J. & J.	1873		
Delaware County:						
1st Mortgage	6,500	7				
Dorchester:						
Real Estate Mortgage	6,000	6				
D. Dock E. B'dw. & Battery:						
1st Mortgage	550,000	7	J. & J.			
Eight Avenue						
1st Mortgage	160,000	7	J. & J.			
Forty-second street:						
1st Mortgage	127,150	7	J. & J.	1878		
Real Estate	124,500	7	J. & J.			
Frankford and Southwark:						
1st Mortgage	200,000	7	J. & J.	1880	60	
Frankford and Philadelphia:						
1st Mortgage	50,000	7				
Germantown:						
1st Mortgage	350,000	7	J. & J.	1869		
Green and Coates St.:						
1st Mortgage	100,000	7	J. & J.	1870	60	
Harlem Br. Morie's & Ford'm						
1st Mortgage	124,000	7	J. & J.			
Hestonville Mantua & Fair- mount:						
1st Mortgage	183,000	7	J. & J.	1869		
Hoboken and Weehawken:						
1st Mortgage	60,000	7	M. & S.	1872		
Lynn and Boston:						
1st Mortgage (road)	50,000	6	J. & J.	71-72	91	
Malden and Melrose:						
1st Mortgage and antied.	58,727	6			1880	91
Medford and Charlestown:						
1st Mort. (Winter St. Br.)	9,500	6				
Middlesex:						
1st Mortgage	33,000					
Malden & Melrose bonds.	56,971					
Real Estate	5,000					
Ninth Avenue:						
1st Mortgage	112,000	7				
North Philadelphia:						
1st Mortgage	100,000	7			1869	
Orange and Newark:						
1st Mortgage Broad street.	100,000	7	J. & J.	1881		
" O. & Newark	100,000	7	J. & J.	1880		
" " "	100,000	7	J. & J.	1883		
Philadelphia City:						
1st Mortgage	140,000	6	J. & J.	1870	8	
Philadelphia and Darby:						
1st Mortgage	17,000	7	J. & J.	1870	8	
Phila. and Gray's Ferry:						
1st Mortgage	15,500	7	J. & J.	1869		
Pittab. Alleghy & Manch.						
1st Mortgage	35,000	7	J. & J.	1871		
Pittsburg & Birmingham:						
1st Mortgage	10,000	7	J. & J.	1870		
Pittsburg & East Liberty:						
1st Mortgage	87,000	7	J. & J.	1871		
Quincy:						
Plain bonds	58,400		M. & S.	1868		
Richmond and Schnykill:						
1st Mortgage	30,000	7	J. & J.	1870		
Rocheater City & Brighton						
1st Mortgage	100,000	7	J. & J.			
Second Avenue:						
1st Mortgage	620,000	7	J. & D.	1867		
Second and Third Street:						
1st Mortgage	100,000	7	J. & J.	1868	9	
2d Mortgage	114,200	7	J. & J.	1868	10	
Third Avenue.						
1st Mortgage	1,000,000	7	J. & J.	1870		
Real Estate bonds	490,000					
Union:						
Real Estate Mortgage	300,000	6	J. & D.	1875		
Utica and Waterville:						
1st Mortgage	100,000	7				
Van Brunt & Erie Basin:						
1st Mortgage	12,000	7	J. & J.			
West Hoboken & Hoboken:						
1st Mortgage	60,000	7	M. & N.	1878		
West Philadelphia:						
1st Mortgage	100,000	7				

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	4
Atlantic and St. Lawrence* guar.	2,494,000	4	4	4
Baltimore and Ohio, pref.	3,000,000	4	4	4
Berkshire* guaranteed	600,000	7	7	7
Blossburg and Corning* guar.	250,000	5	5	5
Boston, Concord and Montreal, pref.	1,340,000	6	6	6
Buffalo, N. York and Erie* guar.	950,000	7	7	7
Camden and Atlantic, pref.	600,000	7	7	7
Catawissa* pref. and guar.	2,200,000	7	7	7
Cayuga and Susquehanna* guar.	589,110	9	9	9
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7	7
Central Ohio, preferred	400,000	7	7	7
Chemung* guar.	380,000	6	6	6
Cheshire, preferred	2,017,815	7	3	68
Chicago and Alton, pref.	2,425,400	7	10	139
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	79
Chicago and Northwestern, pref.	16,356,287	7	10	79
Cleveland and Mahoning* guar.	2,056,000	7	7	7
Cleveland and Toledo* guar.	6,250,000	5	5	5
Cocheco, preferred	177,750	8	8	8
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	8
" 2d pref.	242,000	8	8	8
Delaware* guaranteed	594,261	6	6	6
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	6	6
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	7
Eastern (N. H.)* guaranteed	492,500	8	8	8
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5	5
Elmira and Williamsport* guar.	500,000	5	5	5
Elmira and Williamsport* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	60
Hannibal and St. Joseph, pref.	5,253,836	7	7	90
Harrisburg and Lancaster* guar.	1,182,550	7	7	7
Housatonic, preferred	1,180,000	8	4	67
Huntingdon & Broad Top Mountain, preferred	190,750	7	3	3
Joliet and Chicago* guar.	1,500,000	7	7	7
Joliet and Northern Indiana* guar.	300,000	8	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	7	7
Leeds and Farmington* guar.	1,014,000	7	7	7
Iatle Schuylkill* guar.	2,646,100	7	7	7
Louisville, Cincinnati and Lexington preferred	211,122	9	9	9
Marietta and Cincinnati, 1st pref.	6,586,135	6	25	25
" 2d pref.	4,051,744	6	10	10
Manchester and Lawrence*	1,000,000	9	9	9
Michigan Southern, guaranteed	586,800	10	10	10
Mill Creek and Mine Hill* guar.	323,375	10	10	10
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	105	105
" 2d pref.	1,014,000	7	7	7
Milwaukee and St. Paul, preferred	8,050,892	7	84	84
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	8	8
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	12
New Haven and Northampton*	1,344,000	2	2	2
New York and Harlem, pref.	1,500,000	8	120	120
Niagara Br. and Canandaigua* guar.	1,000,000	6	6	6
North Eastern (S. C.)* preferred	155,000	8	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	102	102
Ohio and Mississippi, pref.	3,500,000	7	79	79
Paterson and Hudson* guar.	630,000	8	8	8
Paterson and Ramapo* guar.	248,000	6	6	6
Peoria and Bureau Valley* guar.	1,200,000	6	6	6
Philadelphia and Erie*	5,996,700	10	10	10
Philadelphia and Reading, pref.	1,551,800	10	10	10
Philadelphia and Trenton* guar.	1,099,120	10	10	10
Pittsfield and North Adams* guar.	450,000	6	6	6
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	6
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	6
Portsmouth and Concord*	350,000	7	7	7
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	7
Rochester and Genesee Valley*	557,580	7	7	7
Rutland, preferred	7	7	78	78
St. Louis, Alton and T. H., pref.	2,040,000	7	61	61
Sandusky and Cincinnati, pref.	445,596	6	6	6
Schuylkill Valley* guar.	576,050	5	5	5
Shamokin Valley & Pottsville* guar.	869,450	5	5	5
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	7
" (E. D.) pref.	1,700,000	7	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	70	70
Troy and Greenbush* guar.	274,000	7	7	7
Vermont and Canada* guar.	2,500,000	8	8	8
Warren* guar.	1,408,300	7	7	7
White Mountains* guar.	200,000	5	5	5
Wrightsw. York & Gettysburg* pref.	317,050	2	2	2

CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	8
Morris, preferred	1,175,000	10	72	72
Schuylkill Navigation, pref.	2,888,997	6	40	40
Union, preferred		6	6	6

MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.		6	37	37
Mariposa Mining, pref.	5,774,400	7	7	19

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 80 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	40	@	42
Pig, American, No. 1 (good to best).....	per ton	40	@	42
Pig, American, No. 2.....	per ton	37	@	39
Pig, American, Forge.....	per ton	33	@	34
Bar, Refined, English and American.....	per ton	90	@	95
Bar, Swedes, assorted sizes.....	(gold)	82	50	@ 87 50

Bar, Swedes, ordinary sizes.....	per ton	155	@	155
Bar, English and American, Refined.....	per ton	95	@	100
Bar, English and American, Common.....	per ton	90	@	90
Scroll.....	per ton	130	@	175
Ovals and Half-round.....	per ton	125	@	155
Band.....	per ton	130	@	155
Horse Shoe.....	per ton	130	@	155
Rods, 1½-16 inch.....	per ton	105	@	165
Hoop.....	per ton	135	@	190
Nail Rod.....	per lb.	9	@	10
Sheet, Russia, assorted No.'s.....	(gold)	10	@	11
Sheet, Single D. and T. Common.....	per lb.	5	@	7
Rails, English.....	per ton	52	50	@ 53
Rails, American.....	per ton	79	@	81
Anvils, Eagle.....	per lb.	1	@	1

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality), per lb.	15	@	23
English Spring (2d and 1st quality).....	10	@	12
English Blister (2d and 1st quality).....	11	@	20
English Machinery.....	13	@	16
English German (2d and 1st quality).....	14	@	16
American Blister "Black Diamond".....	10	@	16
American, Cast, Tool, do.....	19	@	13
American, Spring, do.....	10	@	13
American Machinery do.....	10	@	13
American German do.....	10	@	13

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New.....	per lb.	33	@	33
Bolts.....	per lb.	33	@	33
Braziers.....	per lb.	33	@	33
Nails.....	per lb.	42	@	42
Sheathing, &c., Old.....	per lb.	20	@	21
Sheathing, Yellow Metal.....	per lb.	26	@	26
Bolts, Yellow Metal.....	per lb.	26	@	26
American Ingot.....	per lb.	23	@	24

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.				
Banca.....	(gold)	per lb.	30	@ 30
Straits.....	(gold)	per lb.	27	@ 28
English.....	(gold)	per lb.	26	@ 26
Plates—Fair to good brands.....	(gold)	per lb.	24	@ 24
I. C. Charcoal.....	per box	8 37	@ 8 50	11 25 @ 11 75
I. C. Coke.....	per ton	7	@ 7 50	9 75 @ 10 50
Coke Terne.....	per ton	6	@ 6 25	8 50 @ 8 75
Charcoal Terne.....	per ton	7 75	@ 8 25	10 75 @ 11 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall.	18	@	18
Crude, 40 @ 47 gravity (in shipping order)	23	@	23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	30	@	30
Refined, Standard White (in ship's order)	31	@	32
Refined, prime White (in shipping order)	35	@	35
Refined, S. W. (in merchantable order)	31	@	31
Naphtha, Refined, (60 @ 63 gravity)	25	@	25
Residuum.....	per bbl.	4	@ 25

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.				
6 by 8 to 7 by 9.....	per 50 feet	7 75	@	6
8 by 10 to 10 by 15.....	per 50 feet	8 25	@	6 50
11 by 14 to 12 by 18.....	per 50 feet	9 75	@	7
14 by 16 to 16 by 24.....	per 50 feet	10 50	@	7 50
18 by 22 to 18 by 30.....	per 50 feet	12 25	@	8
20 by 30 to 24 by 30.....	per 50 feet	15	@	9
24 by 31 to 24 by 36.....	per 50 feet	16 50	@	10
25 by 36 to 30 by 44.....	per 50 feet	17 50	@	12 50
30 by 46 to 32 by 48.....	per 50 feet	20	@	13 50
32 by 50 to 32 by 56.....	per 50 feet	22	@	14 50
Above.....	per 50 feet	25	@	16

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.				
(Single Thick.)				
(New List, March 11th.)				
6 by 8 to 8 by 10.....	per 50 feet	8 50	@	6 25
8 by 11 to 10 by 15.....	per 50 feet	9	@	6 75
11 by 14 to 12 by 18.....	per 50 feet	10	@	7 50
13 by 18 to 16 by 24.....	per 50 feet	11	@	8
18 by 22 to 18 by 30.....	per 50 feet	13 50	@	9
20 by 30 to 24 by 30.....	per 50 feet	16 50	@	10
24 by 32 to 24 by 36.....	per 50 feet	18	@	12
25 by 36 to 26 by 40.....	(3 qts.)	20	@	16
28 by 40 to 30 by 48.....	(3 qts.)	22	@	18
30 by 50 to 32 by 56.....	(3 qts.)	24	@	20
32 by 58 to 34 by 60.....	(3 qts.)	27	@	23

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.

Atlantic M. S. S. Co.....	26	21			
Boston, Hartford & Erie 26.....	26				
California 7s (gold).....	48	48	48	48	48
Canton Co.....	111	112	112	112	112
Central of N. Jersey.....	111	112	112	112	112
Chicago & Alton.....	139				
pref.....	139				
1 M.....					
S. F.....					
Inc. bds.....					
Chicago, Burl. & Q.....	172				
8s, 1883.....					
Chi. & Gt. Eastern 1st m.....	73	73			
Chic. & Northwestern 76.....	77	77	80	82	79
pref.....	78	77	80	82	79
1st M.....	91				
Interest.....					
S. F.....					
Consol.....	90				
Chic. Rock Isl. & Pac.....	108	108	111	112	111
Chicago & R. I. 7s, 1870.....	100				
Chi. R. I. & Pa. 7s, 1896.....					
Clev. Col. C. and Ind.....	75	75	75	75	75
Clev. and Pittsburgh.....	82	82	84	83	83
2 M.....					
3 M.....					
4 M.....	79				
Con.....					
Clev. and Toledo.....	102	101	96	97	98
S. F. 7s.....					
Col., Chi. & Ind. C.....					
1 M.....					
Cumberland Coal pref.....					
Del. & Hudson Canal.....	130	130	132		131
Del. Lack. & Western.....	125				
1 M 7s.....					
2 M 7s.....					
Erie Railway.....	40	40	39	39	38
pref.....					
1 M 7s, 1867/101.....					101
2 M 7s, 1879.....					98
3 M 7s, 1883.....					
4 M 7s, 1880.....					
5 M 7s, 1888.....					
Great Western 2d mort.....					76
Hudson River.....	126	127	127	128	132
1 M 7s, 1869.....					
2 M S. F.....					
3 M 7s, 1875.....					
Illinois Central.....	144				
bonds.....	114				
Lake Shore (C. P. & A.) 100.....	100	101	95		
Marietta & Cin. 1st pref.....					
2d pref.....					
Michigan Central.....	122	124	126	126	1

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

Th.17. F.18. Sat.19. M.21. Tu.22. W.23

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	105	105	105	105	105
U. S. 5s, 1871, coup.	105	105	105	105	105
U. S. 5s, 1874, reg.	105	105	105	105	105
U. S. 5s, 1874, coup.	105	105	105	105	105
U. S. 5s, 10-40s, coup.	105	105	105	105	105
U. S. 5s, 10-40s, reg.	105	105	105	105	105
U. S. 5s, 1881, reg.	109	109	109	109	109
U. S. 5s, 1881, coup.	114	114	114	114	114
U. S. 6s, '81, O.W.L. y.	109	109	109	109	109
U. S. 6s, 1881, reg.	109	109	109	109	109
U. S. 6s, 5-20s, reg.	105	105	105	105	105
U. S. 6s, 5-20s, c. 1862-110	110	110	110	110	110
U. S. 6s, 5-20s, reg. '64	105	105	105	105	105
U. S. 6s, 5-20s, c. 1864-106	106	106	106	106	106
U. S. 6s, 5-20s, reg. '65	105	105	105	105	105
U. S. 6s, 5-20s, c. 1865-107	107	107	107	107	107
U. S. 6s, 5-20s, r. n. '65	105	105	105	105	105
U. S. 6s, 5-20s, c. n. '65-110	109	109	109	109	109
U. S. 6s, 5-20s, reg. '67	105	105	105	105	105
U. S. 6s, 5-20s, c. 1867-110	110	109	110	110	110
U. S. 6s, 5-20s, reg. '68	105	105	105	105	105
U. S. 6s, 5-20s, c. '68-110	110	110	110	110	110
U. S. 6s, Pac.R.R. issue 99	99	99	99	99	99

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

W.16. Th.17. F.18. Sat.19. M.21. Tu.22

Catawissa	30	30	30	30	30
Camden and Amboy	129	129	129	129	129
6s, 1870	98	98	98	98	98
6s, 1875	98	98	98	98	98
6s, 1883	98	98	98	98	98
6s, 1889	98	98	98	98	98
mort. 6s, '89	98	98	98	98	98
Elmira & Williamsport	72	72	72	72	72
pref.	72	72	72	72	72
Lehigh Navigation	28	28	28	28	28
6s, 1884	83	83	83	83	83
Gold L.	89	89	89	89	89
R. R. L.	83	83	83	83	83
Lehigh Valley R. R.	55	55	55	55	55
6s new	91	91	91	91	91
Little Schuylkill R.R.	46	46	46	46	46
7s	57	57	57	57	57
Minehill	57	57	57	57	57
Morris Canal	72	72	72	72	72
pref.	72	72	72	72	72
6s, 1876	72	72	72	72	72
North Pennsylvania	35	35	35	35	35
6s, 1880	96	96	96	96	96
7s	96	96	96	96	96
10s, 1887	96	96	96	96	96
Northern Central	54	54	54	54	54
Pennsylvania R. R.	54	54	54	54	54
1st M.	95	95	95	95	95
2d M.	95	95	95	95	95
Penn. State, 6s, 1st series 105	105	105	105	105	105
6s, 2d series 106	106	106	106	106	106
6s, 3d series 107	107	107	107	107	107
6s, W. L.	107	107	107	107	107
Philadelphia City, 6s	100	100	100	100	100
new	100	100	100	100	100
Philad. Germ. & Nor.	66	66	66	66	66
Phila. & Reading	48	48	48	48	48
7s, 1893	49	49	49	49	49
Philadelphia and Erie	105	105	105	105	105
6s	105	105	105	105	105
Schuylkill Navigation	20	20	20	20	20
pref.	70	70	70	70	70
6s, 1882	70	70	70	70	70
6s, 1876	70	70	70	70	70
6s, 1872	70	70	70	70	70
Susq. Canal	105	105	105	105	105
6s, 1875	105	105	105	105	105
Union Canal, pref.	105	105	105	105	105
6s, 1878	105	105	105	105	105
Wyoming Valley Canal	105	105	105	105	105
bonds	105	105	105	105	105
Hestonville, (Horse)	10	10	10	10	10
Chestnut & Wal.	35	35	35	35	35
Green & Coates	48	48	48	48	48
2d and 3d streets	48	48	48	48	48
Spruce and Pine	48	48	48	48	48
18th and 15th sts.	48	48	48	48	48

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

W.16. Th.17. F.18. Sat.19. M.21. Tu.22

Baltimore City 6s, 1875	92	92	92	92	92
1886	92	92	92	92	92
1890	92	92	92	92	92
1893	92	92	92	92	92
Balt and Ohio	120	120	120	120	120
bonds, 1875	92	92	92	92	92
1880	92	92	92	92	92
1885	92	92	92	92	92
Marietta & Cin. 1st M.	90	90	90	90	90
2d M.	73	73	73	73	73
Northern Central	48	48	48	48	48
bonds, 1885	92	92	92	92	92
1900	92	92	92	92	92
N. W. Va. 1st mort.	95	95	95	95	95
2d mort.	95	95	95	95	95
3d mort.	95	95	95	95	95
City Passenger R. R.	95	95	95	95	95

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

Th.17. F.18. Sat.19. M.21. Tu.22. W.23

Boston and Albany	151	151	151	151	151
Boston and Lowell	151	151	151	151	151
Boston and Maine	133	133	133	133	133
Boston and Providence	133	133	133	133	133
Boston, Hartford & Erie	26	26	26	26	26
7s, new	26	26	26	26	26
Cheshire, pref.	68	68	68	68	68
Concord	130	130	130	130	130
Connecticut River	130	130	130	130	130
Eastern	130	130	130	130	130
Fitchburg	130	130	130	130	130
Manchester & Lawrence	127	127	127	127	127
Michigan Central	120	123	127	130	130
Northern, N. H.	111	111	111	111	111
Ogdens & Lake Cham.	69	68	69	69	69
pref.	69	69	69	69	69
Old Colony & Newport	97	97	97	97	97
Ph. W. & Baltimore	55	55	55	55	55
Port'd, Saco & Ports.	99	100	100	100	100
Vermont & Canada	101	100	100	100	100
Vermont & Mass.	100	100	100	100	100
Vt.C. & Vt. & C. Eq. 8s	100	100	100	100	100
Broadway (Horse)	100	100	100	100	100
Cambridge	65	65	65	65	65
Metropolitan	65	65	65	65	65
Middlesex	60	60	60	60	60
Central Mining Co.	15	15	15	15	15
Copper Falls	14	14	14	14	14
Franklin	14	14	14	14	14
Huron	14	14	14	14	14
Ile Royale	14	14	14	14	14
National	14	14	14	14	14
Minnesota	14	14	14	14	14
Pewabic	8	8	8	8	8
Pittsburg	8	8	8	8	8
Quincy	8	8	8	8	8

London Stock Exchange.

Closing Prices.

Dec. 4. Nov. 27.

Atl. & Gt. West. N. Y. sec. 7 per ct.	63	63	63	63
1st mort., 1880	63	63	63	63
Do. do., 2d mort., 1881	55	60	55	60
Do. Penn., 1st mort., 1877	63	63	63	63
Do. do., 2d mort., 1882	55	60	55	60
Do. Consol. 7 per cent. mort. bonds	37	38	39	40
£100 paid, 1890	60	62	60	62
Detroit and Milwaukee 1st mort. 7s	60	62	60	62
Do. 2d mort. 8 p. c.	60	63	60	63
Erie shares 100 dol. all paid	26	26	26	27
Do. sterlg. 6 p. c. convertible bonds	68	68	68	68
Do. 3d mort. 7 p. c. 1883	60	65	60	65
Illinois Central, 6 per cent., 1875	99	101	99	101
Do. Redemption mort. bonds 6 p. c.	78	80	78	80
Do. 7 per cent., 1875	96	96	96	96
Do. 100 dol. shares, all paid	96	96	96	96
Marietta and Cin. R. R. bonds 7 p. c.	75	80	75	80
Panama General mort. 7s, 1897	107	109	107	109
Penn. R. R. bonds, 2d mort. 6 per ct.	96	98	96	98
Do. General mort. 6 p. c. 1910	89	91	89	91
Philadelphia and Erie 1st mort. 1881	89	91	89	91
Do. with option to be paid in Phila.	89	91	89	91

American Railroad Journal.

Saturday, December 26, 1868.

Stock Exchange and Money Market.

Money has been in quite urgent request for both speculative and mercantile purposes, since our last; while the available supply has been materially reduced, and the price of accommodation to borrowers correspondingly advanced. Call loans closed more generally at the full rate of 7 per cent. in coin, than at the same legal figure in currency, only a few of the more prominent Government and Stock houses having had balances tended to them at the latter quotation. A good many street-operators have paid liberally for aid until the bank quarter day (Jan. 4,) shall have been passed. The banks of the city have been further weakened in the cash reserves, by the Western and Southern drain of funds. On their last weekly averages, they reported a loss of a little over 6 1/4 millions of deposits, nearly 3 1/2 millions of legal tender notes, and 1/2 million of specie. The Philadelphia Banks, on the other hand, made a slight gain in specie and legal tender, as also in deposits. The city banks cut down their loan averages nearly a million, while the Philadelphia Banks added to their loan and discount item, about half a million. The discount market here has been working closer and rates on

prime to good business paper have been quoted up to 8@10 per cent. per annum. On Tuesday of this week, the failure of a leading Worth street commission house in the domestic dry goods line was reported, with liabilities placed as high as 1 1/2 millions. This report seriously disturbed confidence in mercantile credits, and led to a temporary suspension of dealings on the part of the street brokers in business paper. The failure was attributed to the very heavy advances made by the unfortunate firm on property consigned to them for sale, and on which they were not able to realize as promptly and advantageously, as they had calculated on. The Sub-Treasury disbursement, last week, were a million in excess of its receipts. Thus far, in the current week, it has been gaining a little in its cash reserves. It held a balance on Tuesday evening of \$91,054,011 or a trifle more than on the preceding Tuesday. It has been stated that the Sub-Treasury will probably commence disbursing the January coin interest about Monday or Tuesday next. Washington advices intimate that the forthcoming January interest, to be paid on Government account, will exceed \$30,000,000 in gold. It will embrace the interest on a variety of securities, including three issues of Five-twenties, namely: the whole of the '68s, all of the '67s and the new issue of '65; and, beside these, the sixes of 1881, and the loans of 1858 and 1860.

The specie reserve of the city banks is now \$18,643,584, against \$13,468,109 same time last year. The city bank deposits are now \$183,077,228, against \$177,832,583 week ending Dec. 14, 1867. The legal tender reserve amounts to \$50,796,133, against \$58,311,432 same time last year. The circulation now stands at \$34,353,758, against \$24,019,101 same time last year. The loans are now \$262,434,180, against \$244,165,353 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$101,851,355 a day, against a daily average of \$97,509,745 the preceding week, and \$105,855,566 the week ending with Dec. 2, 1868. The current week's exchanges average about \$125,000,000 a day. The city banks, last week, lost \$497,194 of specie, \$6,260,187 of deposits, and \$3,219,732 of legal tender notes. They reduced their loans, \$925,964; and increased their circulation, \$147,852.

National Bank notes to the amount of \$142,850 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$311,294,086, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$11,431,972, leaving, with the existing 1,629 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,862,114. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,827,000; and for the public deposits, \$36,378,350—making a total of \$378,205,350. The Treasury Department last week redeemed and destroyed \$607,500 of worn and mutilated fractional currency, and issued \$612,000 of new. The outstanding amount of fractional currency on the 1st of December, was \$33,875,268, against \$33,413,985 on the 1st of November, 1868.

The Gold Exchange Bank clearances last week

were on a reduced scale. Its average amount of loans and discounts was \$1,195,841 00, average amount of specie \$677,935 61, average amount of deposits \$1,103,508 70. This bank has declared a dividend of eight per cent., payable January 1.

The U. S. Sub-Treasury receipts, week ending with Dec. 19, were \$7,158,050, including \$1,562,102 from customs duties; payments, \$8,230,647, including \$335,000 of coin interest; balance at the close of the week, \$90,019,384, against \$91,091,980, at the close of the preceding week, showing a decrease of \$1,072,596. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,201,648 including \$289,000 from customs; and payments, \$903,800, including \$78,000 of coin interest; on Tuesday, receipts, \$1,286,274 including \$269,000 from customs, and payments, \$549,494, including \$50,857 of coin interest. The balance at the close of business on Tuesday stood at \$91,054,011, against \$91,020,262 a week previous; and \$90,613,293, on Dec. 2, 1868.

The outstanding amount of coin certificates on the 1st of Dec., was \$23,255,840, against \$19,716,840 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$578,000, and retired \$1,470,102 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached \$7,658,840.

Government revenues have been on a very moderate scale, since our last. The excises, last week, yielded about 2½ millions; customs at the port of New York, \$1,562,102, and at the outports about \$500,000 (in coin) more, making the grand total income for the week equal to about \$5,284,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 69½ millions, according to the latest Washington advices.

Gold has been fairly active but more than usually variable in price, influenced by the varying financial and commercial reports from Europe, and by the stringency in Money, which latter circumstance bore sharply against speculative operations for higher figures, toward the close. The range of the price, during the week has been from 134¼@135½, and the latest quotation on Wednesday, 134½. The export movement has been light. The customs drain has been very moderate. Many of the domestic holders of the public funds have been realizing on their January coupons, which the brokers have been buying at a reduction of ¼@½ per cent. from the going rates for coin.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$6,880,850, against \$3,096,869 same time last year. The customs demand for Gold last week, averaged \$260,350 a day; thus far, this week, it has been equal to \$279,000 a day, or equal to a weekly aggregate of \$1,674,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$58,342 and from California, \$392,410. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$114,309,321, against \$116,100,000 same time in

1867. At the port of San Francisco, \$8,045,193, against \$7,203,534 last year.

The total receipts of California gold at this port, since Jan. 1, 1868, have been \$34,483,540, against \$27,677,556 in 1867, showing an increase thus far in 1868, of \$6,805,984. The exports of specie, from this port, last week, were \$274,543, against \$1,584,206 same week last year; total, since Jan. 1, 1868, \$70,109,991, against \$48,564,601 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$335,000; since Jan. 1, 1868, \$82,009,517, against \$61,718,595 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Dec. 4, were \$33,327,343, against \$38,519,841 same time last year.

There has been more inquiry for foreign exchange, and increasing firmness has been reported in the price. Bankers' prime sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.20c.@5.16¼; sight bills on London to 110¼@110½, and on Paris to 5.13¾c.@5.12½. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,666,217, against \$2,607,233, same week last year; total, since Jan. 1, 1868, \$163,760,659, against \$185,535,176 in 1867.

Government securities have been rather weaker in price, influenced chiefly by the unusual and unexpected pressure in the money line, which has compelled many holders, short of means, to realize, while there has been only a moderate local inquiry for the public funds. Speculation has been partially suspended, and the aggregate dealings of the week fall short of the average weekly transactions. The principal street firms have been less willing to sell than to buy at the going rates, as they have been looking for a much augmented trade after the Christmas and New Year Holidays at an advanced range of prices, in view of the enormous impending interest and dividend disbursements, which after Jan. 1, must find lucrative employment, and of the fact that the national funded obligations afford an unrivalled form of prompt, secure, and profitable investment.

U. S. sixes of 1881 closed here on Wednesday at 114¾@114½; U. S. Five-twenties of 1862, 110¼@110¾; U. S. Five-twenties of 1864 at 106¼@106½; U. S. Five-twenties of 1865 at 107¾@107½; U. S. Five-twenties of 1865, consolidated, 109¾@110; U. S. Five-twenties of 1867, 110@110½; U. S. Five-twenties of 1868, 110½@110¾; U. S. Ten-forties at 105½@105¾; U. S. Six per cent. currency bonds, 99¾@99¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 9.	Dec. 16.	Dec. 23.
Consols	92½	92½	92½
U. S. 5-20's of 1862...	74½	74½	74½
Erie	26¼	27½	26¼
Ill. Central	96¼	96¼	96¼

The railway and miscellaneous stock market has been in a highly excited state, since the formal announcement on Monday morning of the enormous 80 per cent. scrip, and 4 per cent. cash dividends on the New York Central property, which led to a sudden advance of full 28 per cent. in the market value of the stock which stood

at 134 on Saturday night, and sold as high as 162 early on Monday. The dealings in this interest were of extraordinary magnitude, and the fluctuations after the first great rise, frequent and violent. The dividend announcement took the street operators completely by surprise. Many of them were caught short of the stock, and according lost heavily. Very few of them, however, were forced into suspension on their contracts. For a while the balance of the list benefited by the rapid rise in Central; but under the money pressure, the market closed feverishly and irregularly.

General business has been on a restricted basis. Provisions have been buoyant in price. Most other kinds of domestic produce have been depressed and declining. Middling upland cotton closed heavily on Wednesday at 25@25¼ cents per lb. The stock of cotton now here is estimated at about 32,500 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 853,000 bales, against 691,000 bales same time last year; exports, same time 415,000 bales, against 331,000 bales same time last year; stock on hand at latest dates, 285,000 bales, against 291,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 23,034 pkgs., against 13,283 pkgs., same time last year. From Boston, 8,193 pkgs., against 8,977 pkgs., same time in 1867. At the Live Stock market, this week, Beeves have been in more demand at from 10@20c. for poor to extra per lb.; week's receipts, 6,042. Veal calves have been in active request at from 9@13c. per lb.; receipts, 656. Sheep and lambs quite brisk at from 4¼@9½, per lb.; receipts, 34,262. Swine, fairly active at from 9½@9¾c. per lb., all live weight; receipts, 28,627. There has been more activity in both domestic and foreign dry goods, but in imported merchandise transactions, as a rule, have been light, and prices rather weak. The total imports of foreign dry goods, last week, were \$691,940 and the total amount marketed \$686,412. The value of foreign merchandise imported last week, was \$1,100,305—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$1,792,245, against \$2,117,077 same week last year; from Jan. 1, 1868, \$237,801,099, against \$232,981,347 same time in 1867. The ocean freight market has been moderately active, and rates have been quoted firmer. For Liverpool we quote flour at 2s.@2s. 6d. by sail, and 3s.@3s. 6d. by steamer, per bbl.; grain at 6¼d.@½d. by sail, and 8d. by steamer, per bushel; cotton at ½d.@¾d. by sail, and ¾@¾d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 35s.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 519.

The New York exports, exclusive of specie, for the week ending Dec. 22, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$2,607,233	\$3,666,217
Prev. reported	182,927,948	160,094,442

Since January 1.....\$185,535,176 \$163,760,659
The imports for the week ending December 19,

and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	\$918,857	\$691,940
Gen. merchandise	1,198,220	1,100,305
Total for the week.....	\$2,117,077	\$1,792,245
Previously reported.....	230,864,270	236,008,854

Since January 1.....\$232,981,347 \$237,801,099

The balance in the Sub-Treasury on Tuesday was \$91,054,011 75.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 89; New York and New Haven 6s, 96; New Jersey Central 2d mort., 100; Long Dock bonds, 85; St. Louis and Iron Mountain 1st mort., 86½; Oil Creek and Allegheny River R. R., 80¼; Hannibal and St. Joseph pref., 90; Dubuque and Sioux City pref., 96; Georgia 6s, 81; do., 7s, 93¼; Boston Water Power Co., 14; Mariposa pref., 19; Adams' Exp. Co., 48; Wells-Fargo Exp., 25; Merchants' Union Exp., 16¼; U. S. Exp., 45½; Western Union Telegraph, 83¼; Fourth National Bank, 106½; Bankers' and Brokers' Ass., 100; Bank of Commerce, 124½; Hanover Bank, 117; Continental Bank, 101½; Shoe and Leather Bank, 125; Buchanan Oil, ex-div., 0.45; Consolidated Gregory gold, 5.15; Montana Gold, 0.45; Quartz Hill Gold, 0.67; Rocky Mt. Gold, 0.09; Smith and Parmelee Gold, 3.15.

Philadelphia.—Belvidere Delaware 3d mort., 77½; Phila. and Darby R. R. 7s, 88; Phila. and Erie 7s, 81; Morris Canal Boat Loan, 85¼; Penna. State 6s, coupon, 95½; Allegheny City 4s, 60; Philadelphia City 5s, 88; West Penna. R.R. 6s, 80; Oil Creek and Allegheny River R.R., 40; Tioga R. R., 45; Ocean Oil, ¾; Big Mt. Coal, 5¾; Clinton Coal, 5½; Fulton Coal, 5½; N. Y. and Middle Coal Fields, 4; Bank of Northern Liberties, 112½; Commonwealth Bank, 65; Penn National Bank, 58; Commercial Bank, 57. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 100½@100½; State 6s, reg., 100@100½; do., coupon, 95@96; do., 6s, W. L., 101@101½; do., 1st series, 105@105¼; do., 2d series, 106@106¼; do., 3d series, 107@107½; Reading, 48¾@49; do., 7s, 1893, 104¼@105; do., 6s, 1880, 91¼@92; Camden and Amboy, 129¼@130; do., mort. 6s, 1889, 92@93; do., 1888, 88@89¼; Penn. R. R., 53¾@54; do., 1st mort., 100¼@101; do., 2d mort., 95½@96; Little Schuylkill R. R., 45½@46; Morris Canal, 27@30; do., pref., 71@72; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 13@14; do., 6s, 57@58; Sch. Nav., 9@10; do., pref., 20@20½; do., 6s, 1882, 70@71; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 42@45; do., 7s, 1873, 93@—; do., 5s, 60@63; Lehigh Coal and Navigation, 28½@28¾; do., 6s, 1884, 82@82½; do., R. R., Loan, 88@88½; do., Gold Loan, 87@87½; North Pennsylvania, 35@36; do., 6s, 90½@92; do., Chattle 10s, 108½@108¾; Philadelphia and Erie, 25¼@25¾; do., 6s, 85¾@87; Minehill, 57@57¼; Catawissa, 9@11; do., pref., 30½@30¾; Lehigh Valley, 54½@54¾; do., 6s, new, 90¼@90½; Fifth and Sixth streets, (horse), 84@87; Second and Third, 47¼@49; West Phila-

delphia, 66@67; Spruce and Pine, 23@23; Green and Coates, 83@86; Chestnut and Walnut, 46@49; Thirteenth and Fifteenth, 17@18; Girard College, 25@26¼; Tenth and Eleventh, 65@—; Union, 41@43; Hestonville, 10¼@10½.

Boston.—Vermont Central 1st mort. 7s, consol., 77½; Rutland and Burlington 1st mort. 7s, 162; Eastern R. R. 6s, 1874, 96¼; Rutland R. R., 82; do., pref., 78; Cincinnati, Sandusky and Cleveland R. R., 20; Housatonic pref., 67¾; Short Mt. Coal, 19½; Boston Water Power Co., 14; Cary Imp. Co., 7½; Massachusetts 6s, 5-20s, currency, 100¾; New Hampshire 6s, 1870, 100; Cook Co., Ills., 7s, 96; Boston 5s, 1878, 109¾; Augusta 6s, 1877, 94; St. Louis 6s, Harbor Imp., 82; Brooklyn 6s, 1897, W. L., 96¾; Boston National Bank, new, 110; City National Bank, 106; Eliot National Bank, 109; Globe National Bank, 121; Hide and Leather National Bank, 96; Hamilton National Bank, 122; Merchants National Bank 115; National Bank of Redemption, 118½; National Bank of North America, 107½; Railroad National Bank Lowell, 113½; State National Bank, 109½; Traders' National Bank, 102; Allouez Mining Co., 6¾; Hancock, 8¾; Rockland, 1.

Baltimore.—Maryland Defense Loan, 96¼; Virginia 6s, old, reg., 44; do., 6s, 1866, reg., 50½; do., 1867, reg., 48; Memphis City 6s, 53; Richmond and Danville bonds, 69; Orange, Alexandria and Manassas bonds, 80; Baltimore Copper, 49; Mechanics' Bank, 11¼. The latest quotations are: Balt. and Ohio, 119@120¼; do., 6s, 1875, 95@96¼; do., 1880, 95¼@96¼; do., 1885, 93¼@94¼; Northern Central, 47¾@48¼; do., bonds, 1885, 86@86½; do., 1900, 83½@85; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 94¾@96; do., 2d mort., 91@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 89@90; do., 2d mort., 72¾@73; Central Ohio, 31½@32; do., 1st mort., 84¼@—; Western Md. 6s, 1890, 75@—; do., guar., 91@94; do., 2d mort., guar., 90@91; Richmond and Danville bonds, 68½@69; Baltimore 6s, 1875, 92@93; do., 1886, 93@95; do., 1890, 92½@92¾; do., 1893, 90@—; do., 5s, 1888-70, 75@78; City Passenger R. R., 18½@18½; George's Creek Coal, 66@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.65@3.00.

Richmond and Danville Railroad.

At the recent annual meeting of this company in Richmond, Va., A. S. Buford, Esq., was unanimously re-elected President. Resolutions were adopted asserting the importance of railroad connection between Richmond and the Roanoke Valley, by way of the Richmond and Danville Railroad, and the Keysville extension to Clarksville; appointing a committee to examine and report as to the best mode of encouraging such connection, and appointing a committee to confer with the directors of the Richmond and Petersburg Railroad in regard to a connection with their road, and the use of their bridge across the James, in anticipation of the building of an air line road from Washington to Atlanta.

The contract for building the railroad bridge across the Mississippi River at Keokuk has been closed with the Keystone Bridge Company, of Pittsburg, for \$1,000,000. The bridge is to be of iron, like the one at Dubuque, to be commenced in the spring, and finished within one year.

TO CAPITALISTS AND INVESTORS

The First Mortgage 7 per cent. Bonds OF THE

Rockford, Rock Island and St. Louis Railroad Co.,

PAY BOTH

PRINCIPAL AND INTEREST IN GOLD,

And are free of Government Tax.

This enterprise has long since past the point at which its completion could be considered doubtful. Nearly half the line is substantially ready for the rails, and contracts are in progress for large quantities of iron, and an adequate supply of rolling stock. The rails for the division connecting the Company's coal mines with the Chicago and Northwestern Line are all on the ground, and being rapidly laid; so that the Company will shortly be delivering their coal, for which they have contracts covering all they can mine this season.

THE CAPITAL STOCK,

FIXED AT

NINE MILLIONS,

is already largely subscribed for, and the remainder is going into the hands of individuals along the route, or being taken by the counties and towns through which the road passes.

THE ENTIRE CAPITAL

will, without doubt, be soon taken, and the subscription closed.

THE BONDS ARE A FIRST AND ONLY LIEN of \$21,000 per mile upon 400 miles of railroad, traversing

THE RICHEST AND MOST POPULOUS DISTRICT

of Illinois, upon the Company's franchises, and property of every description, including 20,000 ACRES OF VALUABLE COAL LANDS, partly owned in fee and partly leased for 50 years, and estimated to contain

ONE HUNDRED MILLION TONS OF COAL

Each bond is for \$1,000, or £200 sterling, and is convertible into stock of the Company at the option of the holder. The interest is payable on Feb. 1st and Aug. 1st.

The Trustees for the Bondholders is the Union Trust Company of New York. Arrangements have been perfected by which a considerable part of this Loan is likely to be placed in Europe, and only a small portion of the issue will remain to be disposed of at home.

Parties subscribing at once will secure the Gold premium on the coupon of Feb. 1st, which is equal to a reduction of one per cent. on the price of the Bonds.

We are authorized to offer what remains of these Bonds at 97½ and accrued interest in currency; at which price, considering the soundness of the enterprise and the ample security of the Loan, the Bonds must be regarded as the

CHEAPEST AND BEST INVESTMENT ON THE MARKET.

Other approved Securities received in exchange at market rates.

Pamphlets giving full information sent on application.

The Bonds may be had at the office of the Company, 12 Wall street, and of

HENRY CLEWS & CO., Bankers,

32 Wall street, New York.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.		1867.	1868.
Manufactures of wool....	\$577,103	\$872,707	
" cotton....	429,769	587,978	
" silk.....	1,000,144	1,226,678	
" flax.....	434,503	695,617	
Miscellaneous dry goods..	462,562	453,283	

Total entered for consump. \$2,903,081 \$3,836,263

WITHDRAWN FROM WAREHOUSE.

		1867.	1868.
Manufactures of wool....	\$579,542	\$576,041	
" cotton....	158,162	133,771	
" silk.....	256,409	235,635	
" flax.....	388,178	286,313	
Miscellaneous dry goods..	133,203	86,063	

Total withdrawn from warehouse.....\$1,515,484 \$1,317,823
Add entered for consump. 2,903,081 3,836,263

Tot. thrown on the market. \$4,418,565 \$5,154,086

ENTERED FOR WAREHOUSING.

		1867.	1868.
Manufactures of wool....	\$549,962	\$591,678	
" cotton....	159,891	259,032	
" silk.....	272,181	221,333	
" flax.....	428,365	513,771	
Miscellaneous dry goods..	83,898	92,315	

Total entered for wareh'g..\$1,494,317 \$1,678,129

Total entered for consump. 2,903,081 3,836,263

Total entered at the port.. \$4,397,398 \$5,514,392

The imports of foreign dry goods at New York for eleven months from January 1st, were:

ENTERED FOR CONSUMPTION.

		1867.	1868.
Manufactures of wool....	\$16,083,259	\$14,488,714	
" cotton....	9,985,539	9,523,643	
" silk.....	12,530,412	16,802,996	
" flax.....	7,779,590	7,926,653	
Miscellaneous dry goods..	5,691,154	5,484,233	

Tot. entered for consump. \$52,069,954 \$54,226,238

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

		1867.	1868.
Manufactures of wool....	\$16,330,111	\$11,406,851	
" cotton....	6,096,934	3,669,033	
" silk.....	6,643,087	3,941,300	
" flax.....	6,242,510	4,362,224	
Miscellaneous dry goods..	1,544,394	1,478,818	

Total withdrawn from warehouse.....\$36,857,036 \$24,857,226

Add entered for consump. 52,069,954 54,226,238

Total thrown on the market.....\$88,926,990 \$79,083,464

ENTERED FOR WAREHOUSING.

		1867.	1868.
Manufactures of wool....	\$14,665,781	\$10,441,218	
" cotton....	5,260,645	3,452,100	
" silk.....	5,130,588	3,963,513	
" flax.....	4,594,005	3,811,848	
Miscellaneous dry goods..	1,460,320	1,494,309	

Total entered warehouse. \$31,101,339 \$23,163,088

Add entered for consump. 52,069,954 54,226,238

Total entered at the port.. \$83,171,293 \$77,389,236

Mississippi River Railroad.

A meeting of the directors of this Company was held in Memphis, Tenn., on the 10th of December. A. S. Mitchell, Esq., President, in the chair. After full explanations by the President and by Major Cochran, of the surveys and stock subscriptions recently made under their direction in Obion county, the following orders were entered:

Ordered, That the President and Chief Engineer be instructed to put under contract forthwith the work of preparing the roadbed of the Mississippi River Railroad between Paducah Junction and the town of Troy, and that a call of twenty-five per cent on the stock subscriptions in Obion be made to meet the cost of the work.

Ordered, That a committee of five, consisting of the President and Vice President, Messrs. A. H. Kerr, A. Harris and J. T. Douglass, be instructed to wait on the County Commissioners of Shelby county and urge upon them a subscription to the stock of the Mississippi River Railroad; and, also, that the same committee be constituted, with the co-operation of such citizens of Memphis as they may be able to obtain, to solicit from the City Council a subscription of \$300,000, so that the construction of the road may be commenced forthwith at Memphis and be conducted energetically from each end of the road.

The following resolution was submitted by the President and unanimously adopted by the Board:—

Resolved, That the Mississippi River Railroad Company, while intending to prosecute the construction of their road with all energy, relying on the aid of the city of Memphis and the county of Shelby, and the liberal support of the people along the line, will gladly welcome foreign capital to their support, and they hereby distinctly invite the co-operation of any and all capitalists who are willing to put their money in this valuable line of railroad in the Southwest.

The Cincinnati and Newport Bridge.

The Cincinnati Commercial publishes a view and a description of the Bridge for Railroads, vehicles and foot passengers, intended to be built over the Ohio River, between Butler street in Cincinnati, and Saratoga street, in Newport, Ky. The view represents the proposed appearance of the projected bridge. To the right, looking down stream, is the Ohio shore, and to the left that of Kentucky. Seen beyond the railroad bridge, a quarter of a mile or more, is the present majestic suspension bridge. The Little Miami elevator, which conceals the Cincinnati end of the new bridge, is nearly two squares east of it. The bridge, as planned, is of wrought iron with stone piers, five in the water, two on the land on the Cincinnati and one on the Newport side.

The stone work of all the piers is to be of the best limestone, up to the line of high water, and freestone above that, excepting the two piers of the middle, or long span, which will be entirely limestone. Much of the stone for the piers has already been quarried, George A. Smith, of Cincinnati, has the contract for the stone-work.

The bridge proper will be of the best wrought iron, in lower and upper chords, up-rights, braces, &c. No timber will be used save in the flooring. The Keystone Bridge Company has the contract for the bridge proper, which will be constructed after the popular and very safe patent of Linville & Piper, now in quite general use in this country. It was upon this plan that the Steubenville bridge was constructed. As we understand this patent, any strain on any portion of the bridge is dis-

tributed over the entire superstructure. By means of the braces and up-rights, the upper and lower chords are oppositely affected by weight. The tons of tensile strain on the lower chord will produce a compressive strain of ten tons on the upper chord, the one effect, in a great measure, destroying the other.

The floor of the main span, on which the train is seen, will be about 100 feet above low water. This span is planned at a length of 400 feet; the one next south is 240 feet, and the others as near 200 feet each as the division of distance will admit. There will be seven spans in all, with the eight piers. Beyond the Front streets of both Newport and Cincinnati the grade to the cities will increase, that of the wagon tracks being much sharper than the longer and easier one of the railroad.

The bridge will be forty-one or two feet in width, with thirteen feet in the middle for trains, one way on either side for cattle and vehicles, and on the outside of these still, the passages for foot passengers.


This bridge will be built by the Newport and Cincinnati Bridge Company, organized with a capital of \$1,200,000, and having the following as its Board of Directors and officers: Alfred Gaither, President; Albert S. Berry, Vice President; Charles H. Kilgour, Secretary and Treasurer; M. J. King, William Ringo, W. H. Clement and T. G. Gaylord.

They contemplate having a train cross this bridge by the 1st of December, 1869. J. H. Linville, of Philadelphia, is the chief engineer and supervising architect. Mr. John C. Wilson is the resident engineer, with an office at the north west corner of Pearl and Butler streets, Cincinnati.

Passage Through the Suez Canal.

The Rob Roy, an English merchant vessel, recently passed through the Suez Canal, and the Captain writes to the London Times the following account of the present condition of this great undertaking, after thirteen years have been spent in its construction:

"The canal, as designed, is about a hundred miles long. Of this length about half is sufficiently advanced for the sea water to reach fifty miles—that is, into the middle of the Isthmus. It is finished to its full breadth, which is a hundred yards, or the width of a considerable river, but not to the intended depth of twenty-six feet. The remaining fifty miles not yet penetrated by the sea water, are in various states of progress; parts are excavated, parts are under water, parts will have to be laid under water which is to be supplied from a great lake not yet filled, while a good many miles have to wait for large blasting operations. To English ears it must sound promising that a good deal of clay has to be cut through; for nothing can be dealt with so successfully in this country, as that material. The completion of the southern half of the canal would look like a very long work but for the fact of the immense subsidiary works being completed and a vast mass of appliances being on the spot. The service Canal, from the Nile to the mid point of the salt water Canal, and branching thence to either extremity, is an immense work, not less than a hundred and fifty miles long, and in full use for the supply of fresh water for navigation and for otherwise assisting the work to be done. The port at the Mediterranean end is an immense work, already available. The sea channel at the Suez end has difficulties, but only such as engineers are familiar with. Forty enormous and costly dredging machines are at work on different parts of the Canal—chiefly, we conclude, the

 The Baltimore and Potomac Railroad is being pushed rapidly to completion. Hon. Oden Bowie president of the company writes that "every mile of the road from the Annapolis line to the District of Columbia boundary is being worked, and the whole road from Baltimore to Washington will be completed by the 1st of January, 1870."

northern half—discharging mountains of mud, sand and clay over the banks or into barges. The rate of expenditure is put at £200,000 per month, or two and a half millions a year. Our informant calculates that a driving wind, after blowing a month together, will send into the canal, when finished, five hundred tons of sand a day, or fifteen thousand tons a month. This, however, is no more than a single dredging machine would be able to keep down at a certain moderate cost in coal. The difficulty of keeping up the banks of the canal, exposed as they will be to the wash of steamers, and to a surface often agitated by the wind, is a more serious matter, but one which does not enter into the present question. Upon the whole, it does seem a moral certainty that, at least in two or three years—for one year seems out of the question—this great undertaking, worthy of a heroic age, will be brought to what we may fairly call an actual completion. In the course of the year 1871, we may probably see the sea water of one ocean flowing into the other."

Pittsburg and Connellsville Railroad.

The 16th annual meeting of the stockholders of this company was held in Pittsburg on the 7th inst. The meeting was organized by calling James S. Croft, Esq., to the chair, and appointing John H. Page, Esq., as Secretary. W. O. Hughart, Esq., President of the company, having stated the object of the meeting, presented on the part of the Board of Directors the sixteenth annual report to the stockholders, with the usual accompanying tables and statements, comprising the reports of the Treasurer, Superintendent, Master of Machinery and Auditor.

The report of B. H. Latrobe, Esq., Chief Engineer, to the President, detailing operations of the Engineer Department during the year, was then read, after which the report of G. L. B. Fetterman, Chairman of the Auditing Committee, submitted their report of their examination of the company's books and papers.

On motion, the reports were received and accepted, and ordered to be printed.

An act of the Legislature of Pennsylvania, approved April 1st, 1868, empowering the Pittsburg and Connellsville Railroad Company to construct branches from its main line, was submitted to the stockholders by President Hughart, and on motion it was accepted.

A communication from his Honor, Mayor Banks, of Baltimore, nominating Messrs. James Hodges, W. H. Perkins and Hazeltine G. Vickeny, as Directors to be chosen on the part of the City of Baltimore, was presented and received.

The election was then held when the following gentlemen were declared duly elected for the ensuing year: Messrs. William Ogden Hughart, G. L. B. Fetterman, John Fleming, William Phillips, William Baldwin, of Pittsburg, Joseph Pennock, of Philadelphia; Cyrus Meyers, of Somerset; Benjamin Dcford, Johns Hopkins, James Hodges, William H. Perkins, Hazeltine G. Vickeny, of Baltimore.

The meeting then adjourned.

The West Wisconsin Railroad has been completed from Tomah, on the Milwaukee and St. Paul Railroad, to Black River Falls, a distance of 31 miles. Tomah is 153 miles from Milwaukee, and 42 miles from La Crosse.

The contract for building the Cedar Falls and Minnesota Railroad from Charles City, Iowa, to the State line, about 12 miles south of Austin, has been let.

New Railroad Enterprise.

At a recent meeting of the New York and Highland Suspension Bridge Railroad Company, it was resolved to construct a railroad from this city to a point near the eastern terminus of the proposed Hudson Highland Suspension Bridge, where it will form a connection with the Erie and New England Railroad. It is expected to use the Harlem track to the upper end of the island, crossing the Harlem River near the High Bridge. North of this point it will run along the valley between Harlem River and Jerome Park; thence following the course of Tibbitt's Brook and Croton Aqueduct, to a point directly east of Yonkers; thence along the Saw Mill River Valley to Unionville; thence through Sleepy Hollow Valley, to Croton Lake; thence northerly to Gregory's Pond, and thence westerly to its proposed junction with the Erie and New England Railroad. About half of the right of way for the proposed railroad has been bought, and the route surveyed.

Branch Railroads on Long Island.

The branch road from Sag Harbor to connect with the Long Island Railroad is making good progress. Almost all the right of way has been secured from Sag Harbor to the point where the road crosses the turnpike at Bridge Hampton, at a cost of about \$250, or \$10 per acre where it passes through woodland. As soon as the same has been obtained a grading force will be put at work, and the road built as soon as possible.

Much activity exists on the Mineola and Glen Cove Branch extension to Oyster Bay. About fifty men are now engaged in grading the route, which will be finished in a short time. The rails will not be laid until spring.

The *Havre de Grace Republican* says that the Philadelphia and Baltimore Central and Columbia and Port Deposit Railroads have each finished the grading and laid the rails to the junction of their roads on the Susquehanna River, and that freight is already being carried from along the line of the Philadelphia and Baltimore Central over the Columbia and Port Deposit and Philadelphia, Wilmington and Baltimore roads, by way of Port Deposit and Perryville, to Baltimore, and that regular passenger trains will soon be put on the same route.

The earnings of the Milwaukee Division of the Chicago and Northwestern Railroad for November, 1868, were \$89,356 28, a decrease, as compared with the same month last year, of \$5,872 06. For the six months ending November 30th, the earnings were \$569,990 59, an increase over the same period of last year of \$23,102 33.

Application is to be made to the Maine Legislature for a charter for a railroad from some point on the European and North American Railway, above Lincoln, to the north line of the State.

The cars of the Portland and Rochester Railroad are now running to Alfred Village Station.

Two miles of the proposed horse railway to the Bluffs at La Crosse, Wis., have been graded ready for the iron early in the spring.

The Sheboygan and Fond du Lac Railroad is now running within sight of the latter city.

Virginia Valley Railroad.

This road is intended to run from Harrisonburg, in Rockingham County, the present terminus of the Manassas Branch of the Orange and Alexandria Railroad, through Augusta, Rockbridge and Botetourt Counties, to Salem in Roanoke County, there to unite with the Virginia and Tennessee Railroad. The distance from Harrisonburg, its northern terminus, to Staunton, on the Chesapeake and Ohio (late Virginia Central) Railroad, will be 25 miles; from Staunton to Lexington, 36 miles; from Lexington to Salem, 55 miles—in all 116 miles. The Manassas Branch of the Orange and Alexandria Railroad, with which it will connect at Harrisonburg, crosses the Blue Ridge at Strasburg, eighteen miles from Winchester, the intervening railroad link between which point and Strasburg will soon be completed, thus giving, when the Valley Railroad line shall be completed, a continuous railroad line from Baltimore, by the Baltimore and Ohio and Harper's Ferry and Winchester roads, the Strasburg connection, and the Harrisonburg and Salem Valley Railroads, to the Virginia and Tennessee Railroad and its numerous tributaries in the Southwest.

South Side (Petersburg & Lynchburg) R.R.

The earnings of this road for the fiscal year ending September 30, 1868, were \$389,360 58, and the expenses, \$325,800 58, leaving the net earnings, \$63,560. In 1867, the earnings were \$330,090 36, the expenses \$266,316 42, and the net earnings \$63,773 94. This shows an increase in earnings of \$59,270 22, with an increase in expenses of \$59,484 16, a net decrease of \$213 94. The cash transactions amounted to \$810,571 93, and the balance on hand at the close of the year was \$20,587 95. Much the larger portion of the increase in expenses is attributed to losses in the shape of damages to freights and to extraordinary repairs. The liabilities of the company, exclusive of interest past due upon the funded debt, and the assets, were at the close of the past fiscal year, respectively, \$217,042 and \$94,256. The President thinks that in the present favorable condition of the company's credit the whole floating debt could easily be discharged, in case of emergency, by the sale of its first mortgage bonds. A new mortgage is also authorized, and bonds have been prepared to issue upon it, denominated the consolidated mortgage of the Southside Railroad Company, which looks to the creation of \$1,900,000 of bonds, classified with reference to the existing claims of bondholders, and preserving, relatively, the rights and privileges of each.

Hoosac Tunnel.

It is announced that the Hoosac Tunnel contract has been disposed of, so far as abstract propositions are concerned, and that the executive council are now at work upon the details. Messrs. Shanly Brothers of Canada are the successful parties, and their bid is stated to be \$4,750,000. The terms of security have been so far modified as to allow the parties contracting to finish work on the tunnel to the amount of \$500,000 before drawing from the Treasury in lieu of furnishing the like amount in bonds.

There were sold at Auction in this city on the 7th inst., \$190,000 Wilmington and Manchester Railroad 2d preferred 7 per cent. bonds at 15 to 20 per cent., and \$63,000 2d mortgage 7 per cent. bonds same road at \$13 per thousand.

Application is to be made to the next Legislature of Massachusetts for leave to build a new railroad from Weir Junction, in Massachusetts, through Taunton, Dighton, Rehoboth and Seekonk, to the northerly terminus of the Providence, Warren and Bristol Railroad, in East Providence, R. I.

The West Branch of the North Missouri Railroad was completed to the Minesville Junction of the Cameron and Kansas City Railroad on the 1st inst. Trains have since been running regularly over it.

The Denver Pacific Railroad, it is stated, has been graded the entire distance, 105 miles, from Denver to the connection with the Union Pacific Railroad. The entire work is paid for. The track it is asserted, will be laid early in the spring.

A bill has been introduced into the Mexican Congress, for the construction of a railroad from Anton Lizardo to Puerto Angel. The demands are so liberal on the part of the company, that it is believed the bill will pass at an early day.

The earnings of the Atlantic and Great Western Railway from 1st April, 1868, (the commencement of the receiver's fiscal year,) to 31st Oct., 1868, were \$2,804,708 44; for the same period last year, \$3,085,038 35—decrease, \$280,329 91.

Regular trains are now running West on the Union Pacific Railroad as far as Evanston, 97 miles West of Bryan station. The 960th mile post has been reached, and the road thus far is ready for inspection.

F. W. Winshon, of Chicago, has been elected President of the Leavenworth and Des Moines Railroad. Arrangements have been made for the immediate completion of the road from Leavenworth to Chicago.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,

58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freight. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

THE UNION PACIFIC RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR First Mortgage Bonds AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are en route. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,500 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about \$29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received \$22,158,000 of this subsidy, of which \$1,280,000 was paid Dec. 6th, and \$640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, and no more. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been \$2,286,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—six per cent. per annum in gold, now equal to between eight and nine per cent. in currency. The principal is then payable in gold. If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,

No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

Dec. 15, 1868.

HAMILTON SQUARE RUBBER WORKS.

C. V. MEAD & Co.,
Manufacturers of Superior Quality

OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD.

R. L. HUTCHINSON.

R. S. MANNING.

G. W. MORTON.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

Richard Norris & Son, LOCOMOTIVE WORKS.

The undersigned offer for sale, or on lease for a term of years, to acceptable parties their Extensive Locomotive Works, Established in 1834, consisting of Landa, Buildings and Tools, centrally situated in the City of Philadelphia on a main line of railway connecting with all others. Personal application to be made at our office

RICHARD NORRIS & SON,
4th 17th st. and Spring Garden st.
PHILADELPHIA, Dec. 12, 1868.

WROUGHT IRON PIPE For Steam, Gas and Water.

Every variety of Fittings

FOR STEAM AND GAS WORKS,
Steam and Gas Fitters' Tools

Of the most Improved kind.

IRON AND BRASS CASTINGS

Of every Description.

JAS. J. WALWORTH & CO.,

18 Devonshire st.,

Boston.

RAILROAD TIES.

WHITE OAK, CHESTNUT AND CEDAR.

Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
HOLLINS, KIRKUP & CO
6m48 24 Dey street, N. Y.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,

6m38

83 Pearl street.

Jonathan T. Hobby,

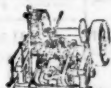
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

BARROW HÆMATITE STEEL CO.,**BARROW IN FURNESS,
LANCASHIRE, ENGLAND.****MANUFACTURERS OF
STEEL RAILS, TYRES, AXLES, WHEELS, SHAFING,
Boiler Plates, Ship Plates, &c., &c.,****CHAS. CONGREVE & SON,****SOLE AGENTS FOR THE U. S.,****NO. 104 & 106 JOHN ST., OPPOSITE CLIFF ST., NEW YORK.****To all connected with Railroads,****Superintendents, Conductors, Engineers, &c.****DO YOU WANT A TIME-KEEPER?**If so, ask your Watchmaker for a Borel & Courvoisier *Nickel Watch*. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.**QUINCHE & KRUGLER, 8 & 10 JOHN ST., N.Y.**
(up stairs,) only wholesale Agents for the Manufacturers.**TEN NEW DUMP CARS,
For Coal, Ore, or Gravel.**

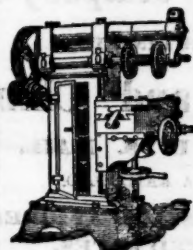
Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

**WILLIAMS, PAGE & CO.,
91 Water st., Boston.****SALE OF THE UNITED STATES MILITARY
ROLLING MILL at Chattanooga, Tennessee.**—The Directors of the South-Western Iron Company will receive proposals for the purchase of their Rolling Mill at Chattanooga, Tennessee, erected by the United States authorities, and greatly enlarged and improved since it became private property. The land (comprising 150 acres) and the railroad are now held in fee simple, with brick works, saw-mill, dwellings, and all the appurtenances required for the production of 300 tons of railroad iron per week. The superior character of the works and their admirable location are well known, but a detailed description can be had on application to the undersigned.

The proposals will be opened on the 31st day of December, 1868, and if none satisfactory to the Directors are received, the property will then be sold at public auction, in the City of New York, on WEDNESDAY, the 3d day of February, A. D. 1869, to the highest bidder.

Parties desirous of examining the works will apply to **GUSTAVUS W. SMITH**, General Manager of the Works, at Chattanooga, and further information may be had on application to the undersigned, at No. 17 Burling-slip, New York.
ABRAHAM S. HEWITT, Treasurer.
EDWIN F. BEDELL, Secretary.**ANDREWS'****PATENT****Smoke-Burning and Super-
Heating Boilers,****Are Economical of Fuel, and perfectly Safe.****HOISTING MACHINES,****Run without noise.****Drainage and Wrecking Pumps,****Pass Sand and Gravel without injury,****Capacity 100 to 40,000 Gallons per minute.****OSCILLATING ENGINES,****Run at great speed.****All light, compact, and durable.****Manufactured by****WM. D. ANDREWS & BRO.,
414 & 416 Water St., N. Y.****Notice to Contractors.****GENERAL OFFICE OF THE RONDOUT AND
OSWEGO RAILROAD COMPANY, Rondout, N.
Y., November 13th, 1868.**

Proposals will be received at this office until January 2d, 1869, for the Grading and Masonry of the Mountain and Delaware Divisions of this Road. The Mountain Division consists of 23 sections containing 23 miles, commencing at Phenicia, in Ulster County, and extending to Margaretville, in Delaware County. The Delaware Division consists of 29 sections, containing 29 85-100 miles, commencing at Margaretville, in Delaware County, and extending to Harpersfield Centre, in Delaware County. Map, plans, and specifications will be furnished on and after December 1st 1868, at the Chief Engineer's Office in Rondout. All other information furnished at this office.

6148 **THOMAS CORNELL**, President.**UNION VISE COMPANY,****61 Water Street, Boston, Mass.**

Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,900 lbs.; medium, 1,600 lbs.; small, 650 lbs. For sale by the trade.

G. H. NOTT, Pres't.**A. H. BRAINARD, Supt.****To All Whom it may Concern.**

Notice is hereby given that the Mead Rubber Company of the City of New York, a corporation duly organized, under and in pursuance of an act of the Legislature of the State of New York entitled: "An Act to authorize the formation of corporations for Manufacturing, Mining, Mechanical, or Chemical purposes," passed February 17th 1848, and the several acts amendatory thereto, will apply to the Legislature of said State, at the next session thereof, for a special act of said Legislature, altering or amending the charter of said corporation, by changing the name of said Company from the "Mead Rubber Company," to the "Star Rubber Company."

Dated New York, November 4th, 1868.

For the Company,

JOSIAH J. BURGESS, President.**W. W. WARD**, Secretary.

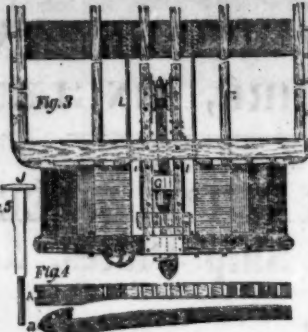
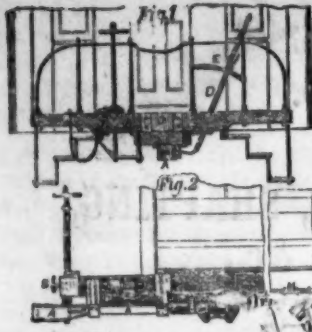
6148

STREET CARS FOR SALE.**15 ENTIRELY NEW 2-Horse Cars**, finished in the best manner, 4 ft., 8½ in. gauge. Address**GRICE & LONG,
Philadelphia.**

47

STREET CARS FOR SALE.**82 NOT NEW TWO HORSE CARS.** Address**JOHN STEPHENSON & CO.,
New York.****CEDAR TANKS****For Railroads, Factories, Private and Public
Buildings, &c. Manufactured by****GEO. J. BURKHARDT & Co.,****Broad & Buttonwood Sts.,
(Opposite Baldwin Locomotive Works.)****PHILADELPHIA.****Work shipped to all parts of the United States.****CAR PLUSHES.****Best French and German makes.****LOUIS WINDMULLER & ROELKER,
20 Rende street.****GERMAN STEEL AND HARDWARE.****For sale by****LOUIS WINDMULLER & ROELKER,
20 Rende street.****No. 7 Broadway, New York City,****SOLE PROPRIETORS OF THE CELEBRATED****Prepared expressly for all classes of
MACHINERY.****The cheapest reliable lubricator in the market.****First Premium—Paris Exposition, 1867.****Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.****At Half the Cost of Linseed,****and warranted to give excellent satisfaction.****Circulars and Price Lists for Oils sold under the above****Trade marks and Titles furnished on application to the Co.****Post-Office Box 4781, New York City.**

Miller's Trussed Platforms.



COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
RAILROAD
Passenger Cars.

OFFICE,
231 BROADWAY,
(Rooms 4 & 5.)
NEW YORK.

Send for Illustrated Pamphlet,
and call and see working Models
E. MILLER, Patentee.

VAN ANDEN
SWAGED



Patented Sept., 18, 1866:

WROUGHT IRON
RAIL CHAIRS.

RAILROAD SUPPLIES.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,

18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

HERMANN BOKER & CO.,

NEW YORK;

Agents for

Funcke & Elbers Steel and
Iron Works,

HAGEN, PRUSSIA.

Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to
abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against
breakage.) 6m39

Steel and Iron rails,

American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,

Successors to Heyerdahl, Kettell & Co.,
23 William st., New York.

Harrington & Haskins,

MANUFACTURERS OF

ENGINE LATHES,

Of the latest and most approved styles.

Factory—Northwest cor. of 15th st. & Penn-
sylvania Ave., (late Willow st.,)
PHILADELPHIA.

RICHARD B. OSBORNE,

CIVIL ENGINEER,

No. 431 Walnut street, Philadelphia.

PACIFIC MAIL

Steamship Company's

THROUGH LINE TO:

California and China.

CARRYING U. S. MAIL,

VIA PANAMA RAILROAD.

FREIGHT AND PASSAGE AT GREAT-
LY REDUCED RATES.

Steamers of the above line leave Pier No. 42 North River,
foot of Canal-st., at 12 o'clock noon of the 1st, 9th, 16th
and 24th of every month, except when these dates fall on
Sunday, then on Saturday preceding.

One hundred pounds baggage free to each adult. Medi-
cine and attendance free.

December 24, HENRY CHAUNCEY, CAPT. CONNOR,
connecting with CONSTITUTION, CAPT. HUDSON.

Steamer leaving Jan. 9, connects closely with steamer
JAPAN, leaving San Francisco, Feb. 4, 1869, for China
and Japan.

For passage tickets and all further information apply at
the Company's ticket office on the wharf foot of Canal
street.

F. E. BABY, Agent.



Factory, TRENTON, N. J.

Office, 2 Jacob st., New York.

THE
NOVELTY IRON WORKS,

NEW YORK,
Manufacture

Iron Piers and Bridges.

Works foot 12th street, E. R.

Office, 77 and 83 Liberty st.

IRON AND STEEL WIRE ROPE

MANUFACTURED BY

JOHN A. ROEBLING,
TRENTON, N. J.,

FOR

INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
TILLERS, &c.

A large stock of Wire Rope constantly on hand. Orders
filled with dispatch.

For strength, size and cost see circular, which will
be sent on application.

IRON BRIDGES, PIVOT BRIDGES,

AND

TURN TABLES.

F. C. LOWTHORP,

CIVIL ENGINEER,

Patentee and Builder,

TRENTON, N. J.

CHAPIN & WELLS,
BRIDGE BUILDERS,

86 Dearborn street,

CHICAGO, ILLINOIS.

Mill and Machine Shops, 721 & 723 S. Clark
street,

Dock and Bridge Bolts, Bridge Materials and Dimension
Timber, promptly furnished.

C. SHALER SMITH. CHAS. H. LATROBE.
SMITH & LATROBE,
CIVIL ENGINEERS

AND

BRIDGE BUILDERS,

No. 49 Lexington Street,

Baltimore.

Design and superintend, or contract, for Iron and
Wooden Bridges of all kinds, Turn Tables, Roofs of any
width of span.

Particular attention paid to Hydraulic Engineering.

CAR AXLE WORKS.



A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS,

OFFICE No. 410 WALNUT STREET,

PHILADELPHIA.

Rolled or Hammered Car Axles, Bar Iron
and Forgings.

